Washington State Department of Transportation
Douglas B. MacDonald
Secretary of Transportation

Northwest Washington Division
Urban Corridors Office
401 Second Avenue South, Suite 560
Seattle, WA 98104-3850
206-464-1220 / Fax 206-464-1190
TTY: 1-800-833-6388
www.wsdot.wa.gov

April 19, 2006

Mr. Mike Rigsby
Parsons, Brinckerhoff, Quade, & Douglas, Inc.
999 Third Avenue, Suite 2200
Seattle, WA 98104

Re: SR 99, Alaskan Way Viaduct and Seawall Replacement Project
Agreement Y-9715 Task BE
Record Original & Notice to Proceed

Dear Mr. Rigsby:

Enclosed for your records is one fully executed original of Task BE for Agreement Y-9715. The Task Start Date is April 10, 2006 and the Task End Date is June 30, 2007. The total amount authorized for this task is $1,161,712 to provide services as prescribed in the Scope of the Task Order.

The manager for this task is Mr. John White. He may be reached at 206-267-6388. Invoices should be sent to him at 999 Third Avenue, Suite 2200, Seattle, WA, 98104.

Please call me at (206) 464-1204 if you have any questions.

Sincerely,

Gary Langrock, J.D.
Consultant Liaison
Urban Corridors Office

Enclosures:
cc: J. White, MS 230
G. Davis, MS 95
UCO Consultant Liaison Files
D. Dilley, MS 47323
B. Runion, MS 47420 (with second original)

nay copy

Washington State Department of Transportation

Task Order

All terms and conditions of this agreement are in full force and effect for this Task Order document.

Agreement No. *(To be filled in by Agreement Manager)* **Y-9715**

Task No. **BE**

On-Call Agreement Manager Information

Agreement Manager	Phone	Org.	Mailstop
Doyle Dilley	360-705-7107	308010	47323

Mailing Address			
PO Box 47323	Olympia	WA	98504-7323

Project Manager Information *(If different from On-Call Agreement Manager)*

Project Manager	Phone	Org.	Mailstop
John White	206-267-6388	589206	NB 82-230

Mailing Address			
999 Third Avenue, Suite 2200	Seattle	WA	98104

Project Information

Project Title	
Alaskan Way Viaduct and Seawall Replacement Project	
State Route No(s). SR 99	County(s) King

Task Schedule

Task Start Date	Task End Date
April 10, 2006	June 30, 2007

← No payment will be made for work done **PRIOR** to Task Start Date or for work done **AFTER** Task End Date

Task Cost

					This section required if there is Fed. Aid Part.	
Work Order No.	**Org. Code**	**Amount**	**Fed. Aid Part.?**		**Fed. Aid Project No.**	**Fed. Aid Part. %**
XL2219	589206	$1,161,712.00	◉ Yes	○ No	NEWHP-0099( )	80
			○ Yes	○ No		
			○ Yes	○ No		
			○ Yes	○ No		
			○ Yes	○ No		
			○ Yes	○ No		
			○ Yes	○ No		
			○ Yes	○ No		
			○ Yes	○ No		
			○ Yes	○ No		
Total Task Amount →		**$1,161,712.00**				

Consultant Information

Prime Consultant	Contact
Parsons Brinckerhoff Quade & Douglas, Inc. (AWV)	Mike Rigsby

Address		
999 Third Ave, Suite 2200	Seattle	WA 98104

Phone	Fax	E-Mail	[redacted]
206 382 6352	206 382 5291	rigsbym@wsdot.wa.gov	

Are there any Subconsultants working on this project? ☐ Yes ☒ No

If Yes, complete the Subconsultant Worksheet and return with signed Task Order.

Approval Signatures

****Note: Two original signed Documents are required.****

Consultant _____

Washington State Department of Transportation _____

Agreement Manager _____ *(Signature required for execution of document ONLY for Communications and Public Involvement and Environmental Services Agreements)*

DOT Form 130-010 EF
Revised 11/2003

Agreement No. Y-9715
Task No. BE

Scope of Task Order

Provide description of work and reference attachments for prime consultant and all subconsultants (to include detailed description of work schedule and estimate).

Report Due Date
April 9, 2007

The Consultant will update the "Preferred Alternative Tunnel" Video dated December 6, 2004, to incorporate the design features current as of April 1, 2006. The Consultant will also produce a Video depicting the Elevated Structure Configuration current as of May 1, 2006.

Other tasks to be completed under this task order include the following:

1). Preparing 5 construction sequences with 10 sketches for each one for the Tunnel and Elevated Structure Alternatives.
2.) Develop interactive plan view of construction traffic routes(40 route mps for three month interval over ten years) for the Tunnel and Elevated Structure Alternatives.
3.) Provide additional graphic support.
4.) Transportation support.

Attached is a detailed scope, schedule, and budget.

Distribution: Originals: ☐ Consultant ☐ Accountant Copies: ☐ File ☐ Task Manager ☐ Consultant Services ☐ Other _____

DOT Form 130-010 EF
Revised 11/2003

SR 99: ALASKAN WAY VIADUCT AND SEAWALL REPLACEMENT PROJECT

AGREEMENT Y-9715

TASK NO. BE

DESIGN ALTERNATIVES VIDEOS, VISUAL SIMULATIONS OF CONSTRUCTION SEQUENCES, TRAFFIC FLOW PLANS & GRAPHIC SUPPORT

SCOPE OF WORK

(EXHIBIT A)

Summary

The CONSULTANT will:

- prepare an update of the "Preferred Alternative Tunnel" video dated December 6, 2004, to incorporate the design features current as of April 1, 2006.
- prepare computer graphic sketches that depict sequences of facility construction at various locations along the new roadway of the Tunnel Alternative.
- prepare interactive graphics that shows anticipated traffic routes during construction of the Tunnel Alternative in plan view format showing which sections of roadway, ramps, detours, and temporary facilities are open at a given period of time.
- prepare a video of the Elevated Structure Alternative that incorporates the design features current as of May 1, 2006.
- prepare computer graphic sketches that depict sequences of facility construction at various locations along the new roadway of the Elevated Structure Alternative.
- prepare interactive graphics that shows anticipated traffic routes during construction of the Elevated Structure Alternative in plan view format showing which sections of roadway, ramps, detours, and temporary facilities are open at a given period of time.

- provide transportation design support necessary for developing videos and graphics and preparing additional graphics on an as needed basis.

All of these graphics will be prepared with the intent of communicating the time-related, complex, architectural and engineering design concepts and construction stages of the project to the news media, stakeholders and the public.

The task will produce the deliverables in electronic format that will be circulated for review and comment before being finalized. The task includes one update of these deliverables in order to keep them current with the project configuration and requirements of public outreach.

This Task Order duration is from April 10, 2006 through June 30, 2007. The deliverables in this Task Order are budgeted to be complete by April 9, 2007.

1. Update Preferred Alternative Tunnel Video (Dec 6, 2004)

Objective
To produce a computer video that shows the completed project depicting the Tunnel Alternative configuration current as of April 1, 2006.

Approach:
The video will be similar to the one produced for the project in late 2004 titled "Preferred Alternative Tunnel". The video will "drive through" the mainline of SR 99 beginning at approximately S. Holgate Street in the South and completing at approximately Aurora Ave. and Comstock Street in the North. Following the drive-through from South to North, the video will show a "fly over" from North back to South showing urban design features and will finish by showing a street level view of surface features along the waterfront. The North Seawall will not be depicted and the Seawall adjacent to the tunnel will have no detail. In addition a number of still images will be rendered at high resolution for use in public meetings, presentations and reports.

Role of Consultants
Parsons Brinckerhoff will produce the video update under the direction of the Technical Director of PB. Technical input and review will be provided by both the design and construction groups prior to external review.

2. Construction Sequences Sketches for Tunnel Alternative

Objective
To prepare a series of sketches that illustrates the anticipated Tunnel Alternative construction sequence at representative locations along the project.

Approach:
The sketches will be similar to those produced for the project in 2002 (See Attachment 2) will be prepared at five locations along the alignment as follows: (1) the S. Royal Brougham Way overpass; (2) entrance to Colman Dock at Yesler Way; (3) Hill Climb at Pike Street; (4) Western Avenue overpass; and (5) Mercer Street overpass. For budgeting purposes it will be assumed that each sequence will have 10 sketches of the advancing stages of construction at a location. The sketches will be detailed enough to show a recognizable cityscape without showing

unnecessary detail. The sketches will be rendered at high resolution for use in public meetings, presentations and reports.

Role of Consultants
Parsons Brinckerhoff will produce the sketches under the direction of the Technical Director of PB. Technical input and review will be provided by both the design and construction groups prior to external review.

3. Interactive Construction Traffic Route Map for Tunnel Alternative

Objective
To prepare an interactive graphic that shows active construction traffic routes in plan view at 3 month time increments for the Tunnel Alternative.

Approach:
The graphic will resemble the Plan Views of the tunnel alignment produced by the Civil Designers and, like a regional map, will show major roads in the corridor. An example of such a map prepared for another project is shown in Attachment 3. The entire SR 99 alignment from Spokane Street to Comstock Street will be shown including all exits and entrances. Color codes will be used to communicate whether a section of the roadway or entrance/exit is open or closed for a given period of time. If a section of road is closed, the detour or alternate route will be shown. Next to the construction traffic route map will be a time line that will be used to select any given period of time during construction. When a time period is selected, the map will recolor to show the available routes for this time period. The staging of traffic will be made to agree with the sequences of construction described as task 2. For budgeting purposes it will be assumed that the map will show traffic at 3 month increments for a construction duration of 10 years (includes utility relocation). The map will be prepared so that it can be used on the WSDOT website or provided to television stations for broadcast. The maps will be rendered at high resolution for use in public meetings, presentations and reports.

Role of Consultants
Parsons Brinckerhoff will produce the construction route maps under the direction of the Technical Director of PB. Technical input and review will be provided by both the design and construction groups prior to external review.

4. Video for Elevated Structure Alternative

Objective
To produce a computer video that shows the completed project depicting the Elevated Structure Alternative configuration current as of May 1, 2006.

Approach:
The video will be similar to the one produced for the project in late 2004 titled "Preferred Alternative Tunnel" but instead show the Elevated Structure Alternative. The video will "drive through" the mainline of SR 99 beginning at approximately S. Holgate Street in the South and completing at approximately Aurora Ave. and Comstock Street in the North. Following the drive-through from South to North, the video will show a "fly over" from North back to South showing urban design features and will finish by showing a street level view of surface features along the waterfront. The North Seawall will not be depicted and the Seawall adjacent to the tunnel will

have no detail. In addition a number of still images will be rendered at high resolution for use in public meetings, presentations and reports.

Role of Consultants
Parsons Brinckerhoff will produce the video under the direction of the Technical Director of PB. Technical input and review will be provided by both the design and construction groups prior to external review.

5. Construction Sequences Sketches for Elevated Structure Alternative

Objective
To prepare a series of sketches that illustrates the anticipated sequence of construction of the Elevated Structure Alternative at representative locations along the project.

Approach:
The sketches will be similar to those produced for the project in 2002 (See Attachment 2) except they will depict the Elevated Structure Alternative and will be prepared at five locations along the alignment as follows: (1) the S. Royal Brougham Way overpass; (2) entrance to Colman Dock at Yesler Way; (3) Hill Climb at Pike Street; (4) Western Avenue overpass; and (5) Mercer Street. For budgeting purposes it will be assumed that each sequence will have 10 sketches of the advancing stages of construction at a location. The sketches will be detailed enough to show a recognizable cityscape without showing unnecessary detail. The sketches will be rendered at high resolution for use in public meetings, presentations and reports.

Role of Consultants
Parsons Brinckerhoff will produce the sketches under the direction of the Technical Director of PB. Technical input and review will be provided by both the design and construction groups prior to external review.

6. Interactive Construction Traffic Route Map for Elevated Structure Alternative

Objective
To prepare an interactive graphic that shows active construction traffic routes in plan view at 3 month time increments for the Elevated Structure Alternative.

Approach:
The graphic will resemble the Plan Views of the elevated structure alignment produced by the Civil Designers and, like a regional map, will show major roads in the corridor. An example of such a map prepared for another project is shown in Attachment 3. The entire SR 99 alignment from Spokane Street to Comstock Street will be shown including all exits and entrances. Color codes will be used to communicate whether a section of the roadway or entrance/exit is open or closed for a given period of time. If a section of road is closed, the detour or alternate route will be shown. Next to the construction traffic route map will be a time line that will be used to select any given period of time during construction. When a time period is selected, the map will recolor to show the available routes for this time period. The staging of traffic will be made to agree with the sequences of construction described as task 5. For budgeting purposes it will be assumed that the map will show traffic at 3 month increments for a construction duration of 10 years (includes utility relocation). The map will be prepared so that it can be used on the WSDOT website or provided to television stations for broadcast. The maps will be rendered at high resolution for use in public meetings, presentations and reports.

Role of Consultants
Parsons Brinckerhoff will produce the interactive route maps under the direction of the Technical Director. Technical input and review will be provided by both the design and construction groups prior to external review.

7. Transportation Design Support of Graphic Development and Additional Graphic Support

Objective
To provide transportation design support in the preparation of all graphics and videos done under Task BE and to prepare additional graphics not identified in items 1 thru 6 above on an as needed basis.

Approach:
Transportation planning and design professionals will provide technical input during the development of all graphics and videos to assist in developing products that represent a realistic depiction of anticipated conditions and scenarios. They will also provide review of draft and final products.

earth-quake

Additional graphics will be prepared to assist in communicating complex architectural and engineering design or construction concepts to the news media, stakeholders and general public. These additional visual products will be created on an as needed basis.

Role of Consultants
Parsons Brinckerhoff will provide the transportation design support and produce the additional graphics under the direction of the Technical Director of PB. Technical input and review will be provided by both the design and construction groups prior to external review.

Assumptions for Tasks 1 thru 7:

- Graphics will be prepared for the Tunnel Alternative configuration as of April 1, 2006, and the Elevated Structure Alternative configuration as of May 1, 2006.
- Tunnel and Elevated Structure Videos will be approximately 4 minutes long and will be provided in three formats: (1) Windows Media File for use on PC computers; (2) BETA format for use in television broadcast; (3) reduced wmf format suitable for streaming video.
- All graphics will be submitted electronically only on CD or DVD.
- Still images will be rendered at a pixel resolution of 1600 X 1280 and submitted in jpg format.
- Construction traffic routes will be depicted at 3 month increments
- Construction support will be provided through task order AD. Traffic support will be obtained through other task orders but primarily AU.
- Transportation design support is budgeted for 100 hours

Deliverables:

For each of the deliverables below, a draft and final submittal will be prepared.

PB No.	WSDOT No.	Description
BE.T.VI.M.01	**MTP19.P110201BE.vi01**	Tunnel Alternative Video in 3 formats 25 still pictures taken at 10 second intervals
BE.T.VI.M.02	**MTP19.P110201BE.vi02**	5 Tunnel Alternative construction sequences with approximately 10 sketches each
BE.T.VI.M.03	**MTP19.P110201BE.vi03**	Interactive plan view of Tunnel Alternative construction traffic routes - 40 route maps (every 3 months for 10 years)
BE.R.VI.M.04	**MRP19.P110201BE.vi04**	Elevated Structure Alternative Video in 3 formats 25 still pictures taken at 10 second intervals
BE.R.VI.M.05	**MRP19.P110201BE.vi05**	5 Elevated Structure Alternative construction sequences with approximately 10 sketches each
BE.R.VI.M.06	**MRP19.P110201BE.vi06**	Interactive plan view of Elevated Structure Alternative construction traffic routes - 40 route maps (every 3 months for 10 years)
BE.B.VI.M.07	**MBP19.P110201BE.vi07**	Additional Graphics Support
BE.B.TR.M.08	**MBP19.P310201BE.TR08**	Transportation Support

used for earthquake video

Anticipated Deliverable Schedule:
The anticipated deliverable schedule is included as Attachment 1 and by reference is made a part of this Task Order.

Consultant's Cost Computations:

The Consultant's Cost Computations is included as Exhibit D and by reference is made part of this Task Order.

Progress Reporting (items 1 and 4):
Progress milestones for all of the above deliverables are established for all deliverables except Transportation Support and Additional Graphic Support, as follows:

15	percent	Submit Detailed Description of Video
50	percent	Submit Draft Video for Client Review*
75	percent	Submit Video to Client
90	percent	Submit Draft of 6 month Update of Video
100	percent	Submit Updated Video to Client

* Draft will have been reviewed by Design/Construction prior to submittal to Client

Progress Reporting (items 2, 3, 5, & 6):
Progress milestones for all of the above deliverables are established for all deliverables except Transportation Support and Additional Graphic Support, as follows:

15	percent	Submit Detailed Description of Graphic (Sketches or Maps)
50	percent	Submit Draft Graphic for Design/Construction Review
75	percent	Submit Draft Graphic for Client Review
100	percent	Submit Final Graphic to Client

Progress of Transportation Support and Additional Graphic Support level of effort will be reported as a function of time elapsed over the planned 52 week duration of this Task Order.

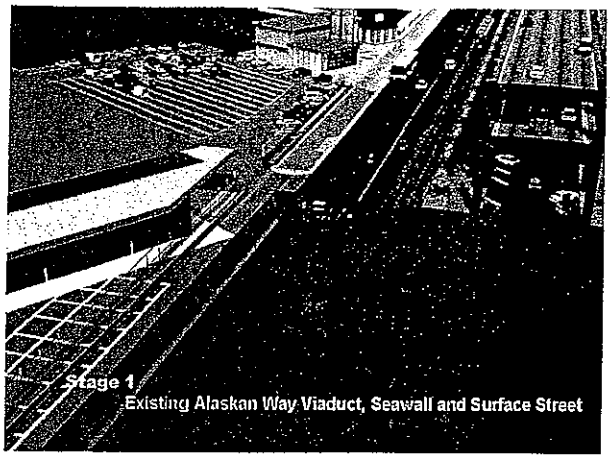
List of Attachments and Exhibits

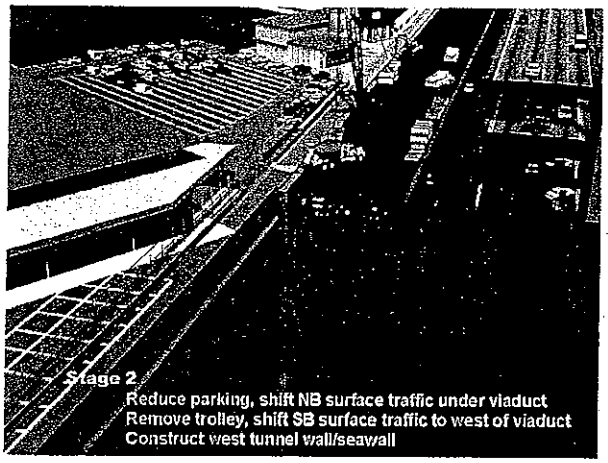
Attachment 1 – Anticipated Schedule
Attachment 2 – Example of AWV Construction Sketches (prepared in 2002)
Attachment 3 – Example of Construction Traffic Route Map
Exhibit D – Prime Consultant's Cost Computations

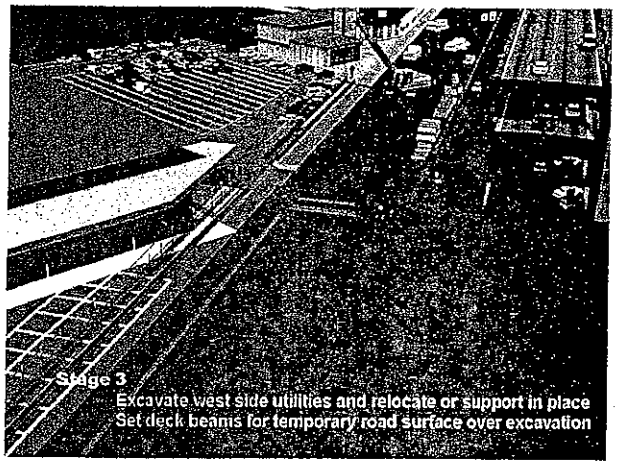
Attachment 1 – Anticipated Schedule

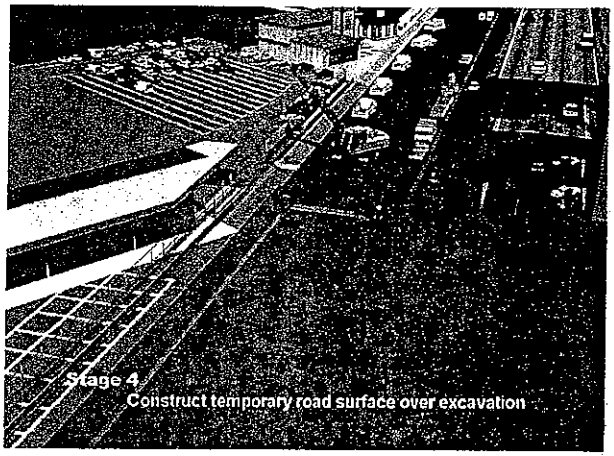
	ITEM	Begin	Complete
	1 Tunnel Alt Video	**10-Apr-06**	**15-Jan-06**
15%	Submit Detailed Description of Video	10-Apr-06	24-Apr-06
50%	Submit Draft Video for Client Review		17-Jul-06
75%	Submit Video to Client		31-Jul-06
90%	Submit Draft of 6 month Update of Video		18-Dec-06
100%	Submit Update of Video		15-Jan-07
	2 Tunnel Alt Construction Sequences Sketches	**24-Apr-06**	**28-Aug-06**
15%	Submit Detailed Description of Sketches	24-Apr-06	8-May-06
50%	Submit Draft Sketches for Design/Construction Review		3-Jul-06
75%	Submit Draft Sketches for Client Review		31-Jul-06
100%	Submit Final Sketches to Client		28-Aug-06
	3 Interactive Tunnel Alt Construction Traffic Route Maps	**22-May-06**	**25-Sep-06**
15%	Submit Detailed Description of Maps	22-May-06	5-Jun-06
50%	Submit Draft Maps for Design/Construction Review		31-Jul-06
75%	Submit Draft Maps for Client Review		28-Aug-06
100%	Submit Final Maps to Client		25-Sep-06
	4 Elevated Structure Alt Video	**22-May-06**	**12-Feb-07**
15%	Submit Detailed Description of Video	22-May-06	5-Jun-06
50%	Submit Draft Video for Client Review		28-Aug-06
75%	Submit Video to Client		11-Sep-06
90%	Submit Draft of 6 month Update of Video		15-Jan-07
100%	Submit Update of Video		12-Feb-07
	5 Elevated Structure Alt Construction Sequences Sketches	**22-May-06**	**11-Sep-06**
15%	Submit Detailed Description of Sketches	22-May-06	5-Jun-06
50%	Submit Draft Sketches for Design/Construction Review		17-Jul-06
75%	Submit Draft Sketches for Client Review		14-Aug-06
100%	Submit Final Sketches to Client		11-Sep
	6 Interactive Elev Struct Alt Construction Traffic Route Map	**5-Jun-06**	**25-Sep-06**
15%	Submit Detailed Description of Maps	5-Jun-06	19-Jun-06
50%	Submit Draft Maps for Design/Construction Review		31-Jul-06
75%	Submit Draft Maps for Client Review		28-Aug-06
100%	Submit Final Maps to Client		25-Sep-06

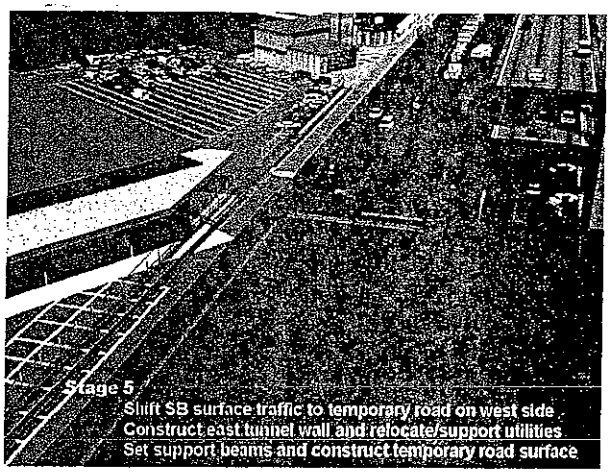
Examples of Construction Sequence Sketches

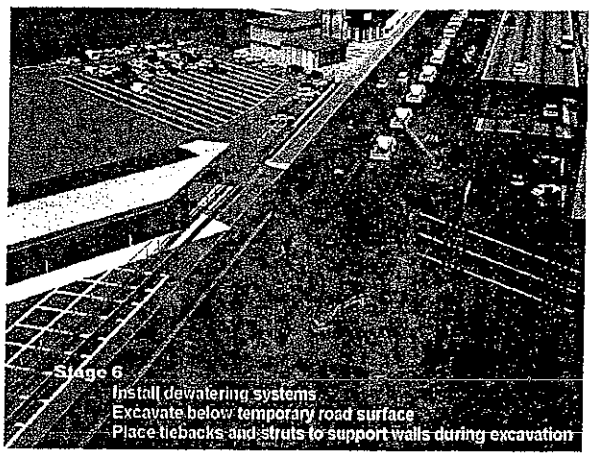




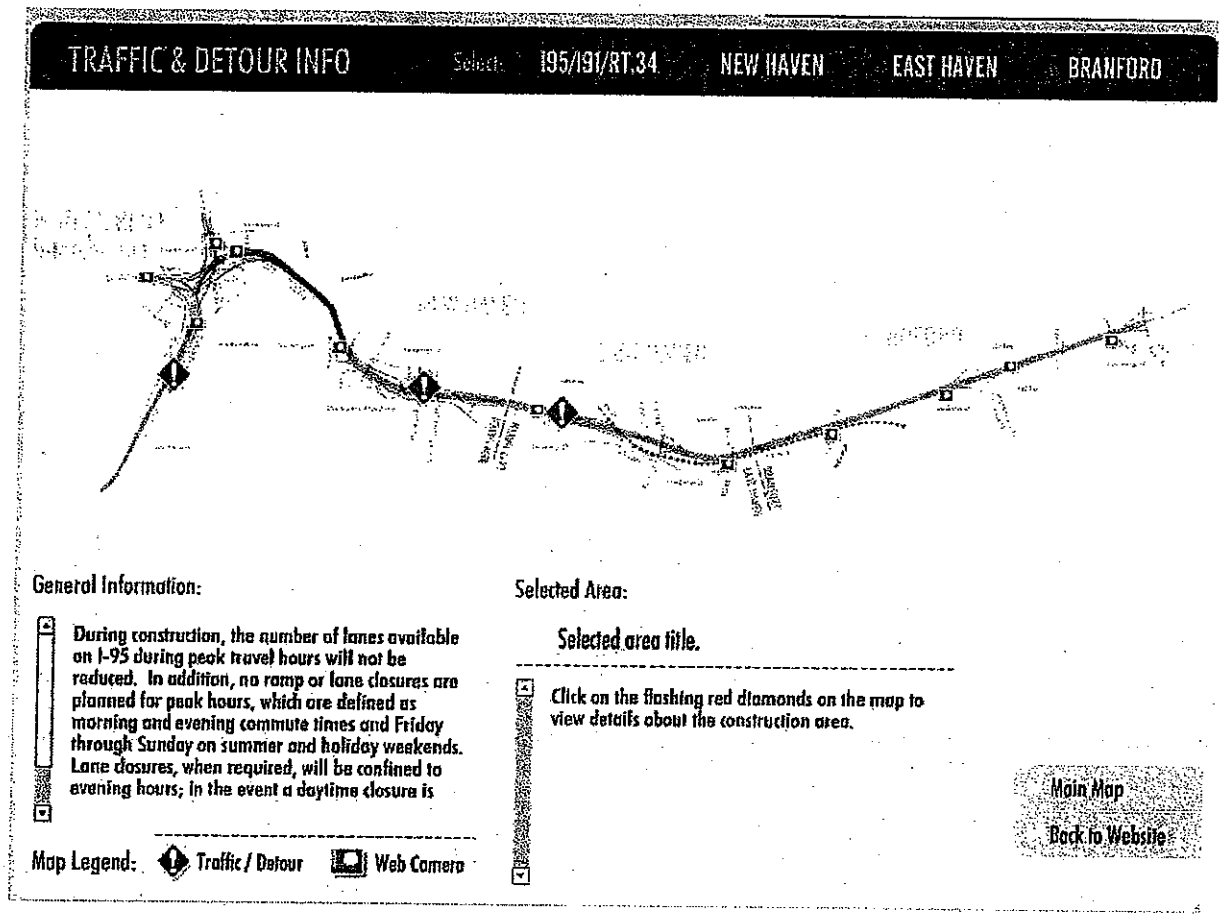








Examples of Web-Based Interactive Construction Traffic Route Map



Alaskan Way Viaduct Phase 2 EIS

Totals		AWV PHASE 2 EIS - Y-9715, Preliminary Engineering				
No.	Work Element Description	PBQ&D	Total Hours	Total Labor	Direct Expenses	Total Task
BE	VISUAL SIMULATIONS: CONSTRUCTION	10649	10649	1,053,810	60,480	1,114,290
BE.T.VI.M.01	Tunnel Video Update	2,962	2962	285,616	$15,600	301,216
BE.T.VI.M.02	Tunnel Construction Sequences Sketches	1,230	1230	119,013	$6,000	125,013
BE.T.VI.M.03	Tunnel Construction Traffic Route Map	490	490	50,090	$5,000	55,090
BE.R.VI.M.04	Elevated Structure Video Update	3,407	3407	328,535	$15,600	344,135
BE.R.VI.M.05	Elevated Structure Construction Sequences Sketches	1,230	1230	119,013	$6,000	125,013
BE.R.VI.M.06	Elevated Structure Construction Traffic Route Map	490	490	50,090	$4,280	54,370
BE.B.VI.M.07	Additional Graphics Support	840	840	89,690	$7,500	97,190
BE.B.TR.M.08	Transportation Support	100	100	11,764	$7,500	19,264
	Hours / Cost excl. Escalation	10,649	10,649	1,053,810	$60,480	1,114,290
	Total Labor Estimate By Firm (Incl. Escalation)	1,101,232		1,101,232		
	ODCs Estimate By Firm	60,480		60,480		
		Grand Total Estimate		1,161,712		
	Totals By Firm	1,161,712		1,161,712		

EXHIBIT D

PARSONS
BRINCKERHOFF

Agreement Y-9715
Task Order No. BE

Ttls
AWV Phase 2 EIS

Totals *AWV PHASE 2 EIS - Y-9715, Preliminary Engin*

No.	Work Element Description	PBQ&D	Total Hours
BE	VISUAL SIMULATIONS: CONSTRUCTION	10649	10649
BE.T.VI.M.01	Tunnel Video Update	2,962	2962
BE.T.VI.M.02	Tunnel Construction Sequences Sketches	1,230	1230
BE.T.VI.M.03	Tunnel Construction Traffic Route Map	490	490
BE.R.VI.M.04	Elevated Structure Video Update	3,407	3407
BE.R.VI.M.05	Elevated Structure Construction Sequences Sketches	1,230	1230
BE.R.VI.M.06	Elevated Structure Construction Traffic Route Map	490	490
BE.B.VI.M.07	Additional Graphics Support	840	840
BE.B.TR.M.08	Transportation Support	100	100
	Hours / Cost excl. Escalation	**10,649**	10,649

EXHIBIT D

Parsons Brinckerhoff Quade & Douglas, Inc.		AWV PHASE 2 EIS - Y-9715, Preliminary Engineering									
No.	Work Element Description	Computer Graphics Specialist III	Computer Graphics Specialist IV	Sr Computer Graphics Specialist	Sr Technical Specialist	Mgr Systems Applications	Computer Graphics Specialist II	Sr Designer	Lead Engineer	Supv Engr	Total Hours
BE	VISUAL SIMULATIONS: CONSTRUCTION	1280	5916	1045	80	195	645	1488	60	40	10,649
BE.T.VI.M.01	Tunnel Video Update	400	1440	300		72	300	450			2,962
BE.T.VI.M.02	Tunnel Construction Sequences Sketches	120	730	120				260			1,230
BE.T.VI.M.03	Tunnel Construction Traffic Route Map	50	400		40						490
BE.R.VI.M.04	Elevated Structure Video Update	460	1656	345		83	345	518			3,407
BE.R.VI.M.05	Elevated Structure Construction Sequences Sketches	120	730	120				260			1,230
BE.R.VI.M.06	Elevated Structure Construction Traffic Route Map	50	400		40						490
BE.B.VI.M.07	Additional Graphics Support	80	560	160		40					840
BE.B.TR.M.08	Transportation Support								60	40	100
	Hours Totals	1,280	5,916	1,045	80	195	645	1,488	60	40	10,649

EXHIBIT D

Agreement Y-9715
Task Order No. BE

Alaskan Way Viaduct Phase 2 EIS

Consultant Fee Estimate - Parsons Brinckerhoff Quade & Douglas, Inc.

TUNNEL ALTERNATIVE
Visual Simulations: Construction

Classification	Grade	Hours	x	Rate	=	Cost
Computer Graphics Specialist III	P-08	1,280		$80.72	$	103,327
Computer Graphics Specialist IV	P-09	5,916		$103.41	$	611,758
Sr Computer Graphics Specialist	P-10	1,045		$111.78	$	116,808
Sr Technical Specialist	P-11	80		$117.28	$	9,382
Mgr Systems Applications	P-13	195		$185.98	$	36,265
Computer Graphics Specialist II	T-07	645		$73.82	$	47,612
Sr Designer	T-08	1,488		$78.56	$	116,894
Lead Engineer	P-11	60		$101.97	$	6,118
Spv Engr	P-12	40		$141.14	$	5,645
Subtotal PBQ&D		10,749			$	1,053,810
				Escalation	$	47,421
Subtotal	TOTAL: LABOR				**$**	**1,101,232**

Escalation Calculation	12 month duration with 6% annual escalation after 3 mo. Total escalation: $1,053,810 X .045 = $47,421

Direct Non-Salary Costs		**Cost**
	SEE ATTACHED DETAIL	**$ 60,480**
SUBTOTAL: Prime Contractor Amount		**$ 1,161,712**

Subconsultant Costs	**Cost**
NONE	
Subconsultant Costs Total	**$ -**

TOTAL	**$ 1,161,712**

EXHIBIT D

Parsons Brinckerhoff Quade & Douglas, Inc.

DIRECT EXPENSE DETAIL, TASK ORDER BE - Visual Simulations

No. of Trips		Airfare Per Trip	Airfare Total	No. of Days	Per Diem Rate	Transportation	TOTAL
5	Seattle - Denver	$450.00	$2,250.00	10	$211.97	$50.00	$15,348
8	Denver - Seattle	$450.00	$3,600.00	16	$211.97	$50.00	$37,132
						Subtotal:	**$52,480**
					Data DVDs, Printing & Reproduction		$8,000
						Total	**$60,480**

TRAVEL JUSTIFICATION

The designers will need to travel to Denver Office to make sure the work is being modeled correctly and that the animation is conveying the right message. The interactive plan requires work to be done by graphic designers that are in Seattle and Denver. The Web Development team is based in Denver and they have to work closely with the designers to support and integrate the plan into an interactive environment. Additionally, travel time is required for this specific task.

EXHIBIT D
Agreement Y-9715
Task Order No. BE

Washington State Department of Transportation
Douglas B. MacDonald
Secretary of Transportation

Northwest Washington Division
Urban Corridors Office
401 Second Avenue South, Suite 560
Seattle, WA 98104-3850
206-464-1220 / Fax 206-464-1190
TTY: 1-800-833-6388
www.wsdot.wa.gov

February 12, 2007

RECEIVED
FEB 14 2007

Mr. Mike Rigsby
PB Americas Inc.
999 Third Avenue, Suite 2200
Seattle, WA 98104

Re: SR 99, Alaskan Way Viaduct and Seawall Replacement Project
Agreement Y-9715 Task BE, Amendment 01
Record Original & Notice to Proceed

Dear Mr. Rigsby:

Enclosed for your records is one fully executed original of Amendment 01, Task BE for Agreement Y-9715. The Task Start Date is April 10, 2006 and the Task End Date is June 30, 2007. The total amount authorized for this task is $880,000 to provide services as prescribed in the Scope of the Task Order. This is a $281,712 reduction; the consultant expects that the remaining scope can be completed for the remaining budget.

The managers for this task are Todd Trepanier/Thomas Madden. They may be reached at 206-267-6388. Invoices should be sent to them at 999 Third Avenue, Suite 2424, Seattle, WA, 98104.

Please call me at (206) 464-1188 if you have any questions.

Sincerely,

Stacy Scott
Assistant Consultant Liaison
Urban Corridors Office

Enclosures:
cc: T. Trepanier, MS 230
G. Davis, MS 95
UCO Consultant Liaison Files
T. Tobin, MS 230
D. Dilley, MS 47323
B. Runion, MS 47420 (with second original)
T. Madden, MS 230

Washington State Department of Transportation

Task Order Amendment

All terms and conditions of this agreement are in full force and effect for this Task Order document.

Agreement No.	Y-9715
Task No.	BE
Amendment No.	01

On-Call Agreement Manager Information

Agreement Manager	Phone	Org.	Mailstop
Doyle Dilley	360-705-7107	308010	47323

Mailing Address			
PO Box 47323	Olympia	WA	98504-7323

Project Manager Information *(If different from On-Call Agreement Manager)*

Project Manager	Phone	Org.	Mailstop
Todd Trepanier/Thomas Madden	206-267-6388	589206	230

Mailing Address			
999 Third Avenue, Suite 2424	Seattle	WA	98104

Project Information

Project Title	
Alaskan Way Viaduct and Seawall Replacement Project	
State Route No(s). SR 99	County(s) King

Task Schedule

Amendment Start Date	Task End Date
April 10, 2006	June 30, 2007

← No payment will be made for work done **PRIOR** to Amendment Start Date or for work done **AFTER** Task End Date

Task Cost

Prior Task Amount → **$1,161,712.00**

Work Order No.	Org. Code	Amount	Fed. Aid Part.?	This section required if there is Fed. Aid Part.	
				Fed. Aid Project No.	Fed. Aid Part. %
XL 2219	589206	-$281,712.00	(●) Yes ( ) No	NEWHP-099 ( )	80
			( ) Yes ( ) No		
			( ) Yes ( ) No		
			( ) Yes ( ) No		
			( ) Yes ( ) No		
			( ) Yes ( ) No		
			( ) Yes ( ) No		
			( ) Yes ( ) No		
			( ) Yes ( ) No		
			( ) Yes ( ) No		

Amended Task Amount → **-$281,712.00**

Total Task Amount → **$880,000.00**

Consultant Information

Prime Consultant	Contact
PB Americas Inc. - AWV	Mike Rigsby

Address			
999 Third Avenue, Suite 2200	Seattle	WA	98104

Phone	Fax	E-Mail	
206-382-6352	206-382-5291	rigsbym@wsdot.wa.gov	[redacted]

Are there any Subconsultants working on this Amendment? ☐ Yes ☒ No

If Yes, complete the Subconsultant Worksheet and return with signed Task Amendment.

Approval Signatures

****Note: Two original signed Documents are required.****

Consultant

Washington State Department of Transportation

Agreement Manager *(Signature required for execution of document ONLY for Communications and Public Involvement and Environmental Services Agreements)*

DOT Form 130-010 EF
Revised 11/2003

Agreement No. Y-9715
Task No. BE
Amendment No. 01

Scope of Task Order

Provide description of work and reference attachments for prime consultant and all subconsultants (to include detailed description of work schedule and estimate).

Report Due Date
April 9, 2007

Scope: No change.

Schedule: No change.

Budget: WSDOT and the CONSULTANT negotiated the budget and agreed upon an Estimate at Completion (EAC) of $880,000. Deobligated funds <$281,712> will be transferred into Work Order No. XL 2219.

List of Attachments:
Exhibit A - Scope of Work
Exhibit D - Prime Consultant's Cost Computations
Exhibit E - Sub Consultant's Cost Computations

Distribution: Originals: ☒ Consultant ☐ Accountant
Copies: ☒ File ☒ Task Manager ☒ Consultant Services ☒ Other Stacy Scott, UCO

DOT Form 130-010A EF
Revised 8/2003

SR 99: ALASKAN WAY VIADUCT AND SEAWALL REPLACEMENT PROJECT

AGREEMENT Y-9715

TASK NO. BE

DESIGN ALTERNATIVES VIDEOS, VISUAL SIMULATIONS OF CONSTRUCTION SEQUENCES, TRAFFIC FLOW PLANS & GRAPHIC

AMENDMENT 1

SCOPE OF WORK

(EXHIBIT A)

Summary:
Due to budgetary constraints, the STATE has directed the CONSULTANT to reduce the Task Order budget by the amount stated in the attached Consultant's cost computations. The CONSULTANT expects that the remaining scope can be completed for the remaining budget. Once the overall task reaches 75 percent completion, the Consultant will meet with the STATE to review progress against scope, schedule, and budget. In the event that the full remaining scope cannot be completed with the remaining budget and within the agreed upon schedule, the STATE and the CONSULTANT will develop a written action plan for how the remaining funds will be used.

Objective:
To reduce overall Task Order budget to recover anticipated cost under run prior to work completion or Task Order expiration and retain the ability to provide additional graphic support on an as needed basis.

Consultant's Cost Computations:
The Consultant's Cost Computations are included as Exhibits D and E and by reference are made part of this Task Order.

List of Attachments and Exhibits:
Exhibit D – Prime Consultant's Cost Computations
Exhibit E – Sub Consultant's Cost Computations

Totals	AWV PHASE 2 EIS - Y-9715, Preliminary Engineering					
No.	Work Element Description	PB	Total Hours	Total Labor	Direct Expenses	Total Task
BE-01	VISUAL SIMULATIONS: CONSTRUCTION	(2483)	(2,483)	($240,645)	($30,238)	($270,883)
BE.T.VI.M.01	Tunnel Video Update	(1,236)	(1,236)	($117,962)	($8,951)	($126,913)
BE.T.VI.M.02	Tunnel Construction Sequences Sketches	(444)	(444)	($43,129)	($227)	($43,356)
BE.T.VI.M.03	Tunnel Construction Traffic Route Map	(192)	(192)	($19,310)	($99)	($19,409)
BE.R.VI.M.04	Elevated Structure Video Update	(1,476)	(1,476)	($137,897)	($14,023)	($151,920)
BE.R.VI.M.05	Elevated Structure Construction Sequences Sketches	(588)	(588)	($58,871)	($123)	($58,994)
BE.R.VI.M.06	Elevated Structure Construction Traffic Route Map	(376)	(376)	($38,836)	$0	($38,836)
BE.B.VI.M.07	Additional Graphics Support	1829	1,829	$183,516	($3,500)	$180,016
BE.B.TR.M.08	Transportation Support	(70)	(70)	($8,156)	($3,315)	($11,471)
	Hours / Cost excl. Escalation	**(2,483)**	**(2,483)**	**($240,645)**	**($30,238)**	**($270,883)**
	Total Labor Estimate By Firm (Incl. Escalation)	**(251,474)**		**($251,474)**		
	ODCs Estimate By Firm	(30,238)		($30,238)		
		Grand Total Estimate		**($281,712)**		
	Totals By Firm	**(281,712)**		**($281,712)**		

PB		AWV PHASE 2 EIS - Y-9715, Preliminary Engineering									
No.	Work Element Description	Computer Graphics Specialist III	Computer Graphics Specialist IV	Sr Computer Graphics Specialist	Sr Technical Specialist	Mgr Systems Applications	Computer Graphics Specialist II	Sr Designer	Lead Engineer	Supv Engr	Total Hours
BE-01	VISUAL SIMULATIONS: CONSTRUCTION	(510)	(1,184)	(102)	36	(60)	(324)	(339)	(44)	(26)	(2,483)
BE.T.VI.M.01	Tunnel Video Update	(220)	(604)	(102)		(24)	(124)	(162)			(1,236)
BE.T.VI.M.02	Tunnel Construction Sequences Sketches	(60)	(300)	(20)				(64)			(444)
BE.T.VI.M.03	Tunnel Construction Traffic Route Map	(24)	(168)								(192)
BE.R.VI.M.04	Elevated Structure Video Update	(290)	(580)	(120)		(36)	(200)	(250)			(1,476)
BE.R.VI.M.05	Elevated Structure Construction Sequences Sketches	(40)	(480)	(20)				(48)			(588)
BE.R.VI.M.06	Elevated Structure Construction Traffic Route Map	(24)	(316)		(36)						(376)
BE.B.VI.M.07	Additional Graphics Support	148	1,264	160	72			185			1,829
BE.B.TR.M.08	Transportation Support								(44)	(26)	(70)
	Hours Totals	(510)	(1,184)	(102)	36	(60)	(324)	(339)	(44)	(26)	(2,483)

Consultant Fee Estimate - PB

TUNNEL ALTERNATIVE
Visual Simulations: Construction

Classification	Grade	Hours	x	Rate	=	Cost
Computer Graphics Specialist III	P-08	(510)		$80.72	$	(41,169)
Computer Graphics Specialist IV	P-09	(1,184)		$103.41	$	(122,434)
Sr Computer Graphics Specialist	P-10	(102)		$111.78	$	(11,401)
Mgr Systems Applications	P-13	(60)		$185.98	$	(11,159)
Computer Graphics Specialist II	T-07	(324)		$73.82	$	(23,917)
Sr Designer	T-08	(339)		$78.56	$	(26,631)
Lead Engineer	P-11	(44)		$101.97	$	(4,487)
Supv Engr	P-12	(26)		$141.14	$	(3,670)
Subtotal PBQ&D		(2,553)			$	(240,645)
				Escalation	$	(10,829)
Subtotal	TOTAL: LABOR				**$**	**(251,474)**

Escalation Calculation	Reverse 12 month-duration of 6% annual escalation after 3 mo. Escalation base: <$240,645> Computation: <$240,645> x 9/12 x 0.06 = <$10,829>

Direct Non-Salary Costs		**Cost**
Reduction to pre-approved Travel budget	**$**	**(30,238)**
SUBTOTAL: Prime Contractor Amount	**$**	**(281,712)**

Subconsultant Costs	**Cost**
NONE	
Subconsultant Costs Total	**$ -**

TOTAL	**$**	**(281,712)**

From: Petereit, Ralph (Consultant)
Sent: Thursday, April 12, 2007 9:28 AM
To: Feikema, Debra (Consultant); Rigsby, Mike (Consultant)
Subject: FW: Task Order BE under Y-9715 Viaduct Catastrophic Failure Video

FYI

From: Anderson, Ward
Sent: Thursday, April 12, 2007 9:12 AM
To: Clark, Gordon T. (Consultant)
Cc: Farley, Kimberly; Williamson, Alec; Petereit, Ralph (Consultant)
Subject: Task Order BE under Y-9715 Viaduct Catastrophic Failure Video

Gordon,

You are authorized to use the remaining funds in task order BE to produce a Video showing the catastrophic failure of the Viaduct. Please develop a scope, schedule, and budget for this activity. This work will be tracked under Additional Graphics Support deliverable and cost account MBP19.P110201BE.vi07 (BE.B.VI.M.07).

Please see me if you have any questions.

Thanks,

Ward Anderson
Business Manager
Alaskan Way Viaduct and Seawall Replacement Project
206-267-6529

From: Clark, Gordon T. [Clark@pbworld.com]
Sent: Thursday, April 26, 2007 11:55 AM
To: Rigsby, Mike (Consultant); Mezher, Jay
Subject: Updated description of the Alaskan Way Viaduct Earthquake Video Simulation
Attachments: Alaskan Way Viaduct Earthquake Video Simulation.doc

See attached - earthquake description has been tweaked by Bill Perkins of S&W.

Gordon

PS see you at 4:00 in the DV lab

Alaskan Way Viaduct Earthquake Video Simulation

Scope:
PB Project Visualization Group will prepare a video of the depicting the collapse of the Alaskan Way viaduct and Seawall due to a major earthquake. The earthquake ground motions will be characterized by a peak ground acceleration of about 0.25g in an east-west direction and the event will last about 25 seconds. This is sufficient time to generate liquefaction and the associated lateral spreading of the loose fill and Holocene deposit soils along the waterfront . This ground motion has about a 200 year return period. An example of an earthquake that could produce this ground motion at the site includes a deep sub-crustal, magnitude 7 event in the Cascadia Subduction Zone, similar to the historic 1949 Olympia (magnitude 7.1) and 2001 Nisqually (magnitude 6.8) earthquakes. These historic events were located in the portion of the subducted slab beneath Olympia. The magnitude 7 event that would produce the ground motions depicted in the video would be located in the portion of the subducted slab beneath Seattle

In the animated video, the camera will 'fly in' from an aerial view over Elliott Bay to a location near the ground at approximately the uplands of Pier 48 and look north along the viaduct and seawall. Following the fly-in, the camera angle will lock on the viaduct for the duration of the earthquake and collapse of the viaduct before pulling back and up to survey the ultimate damage.

The opening scene just prior to the earthquake will be in the early morning with lights still on in the buildings and cars moving along the viaduct. As the earthquake simulation begins, the viaduct will start shaking and increase to a frequency of approximately 2 seconds with an exaggerated lateral displacement at the top of approximately 4 feet. The traffic will stop and the cars will bump and slide into each other. About 10 seconds from the start of the earthquake, the Seawall will fail with a corresponding lateral and downward movement of the sidewalk and the surface street toward the water. The high pressure gas pipe in Alaskan Way will rupture and fires will erupt in the street and on the piers and adjacent buildings. The steam pipe in Alaskan Way will also rupture with steam erupting in a plume in the street. Next the viaduct will fail beginning with shear fractures in the columns approximately 5 feet off the ground. This will happen at about 15 seconds. A few spans of the Viaduct will crumple as the frames buckle and the beam column connection on one side fails and allows the upper deck to fall down on the lower deck. It will not be a complete "pancake" as it will stay attached on one side. The whole frame will fall toward the piers as the lateral spread of the soil continues beginning at the seawall and moving east. In the final scene, the video will zoom out to and aerial view of the waterfront illustrating the magnitude of the damage to the viaduct and surrounding buildings. The entire viaduct will not be on the ground but several sets of bents. The video will begin and end with text screens with the WSDOT logo and a brief introduction at the beginning and disclaimer at the end.

Schedule:
15% - Storyboard approval by April 30, 2007
50%- Submit animated video for client Review by May 15, 2007
75%- Submit animated video for second client review by May 28, 2007
100%- Submit final video by June 8, 2007

Budget:
It is estimated that a total of 700 hours of labor will be required to produce the requested video. At our average billing rate of $85/hour, the total cost is estimated at $59,500. Direct expenses are estimated less than $2,000. All labor and expenses will be charged to existing Task Order BE – subtask 7 (Graphic Support). It is assumed sufficient funds remain in this task order to cover estimated charges.

Staff:
Jay Mezher will be in charge of producing the video; Gordon Clark will be responsible for the technical content. Various staff from the Project Visualization Group will assist in creating the video. All production work will be done in Seattle.

Assumptions:
Changes in the assumptions shown below may result in an increased cost, increased schedule or both.

1. The video will be approximately 1 minute long.
2. The shaking of the viaduct will be exaggerated so that the earthquake effect is more evident.
3. There will be 3 over the shoulder reviews; all comments will be gathered at a group meeting.
4. In addition to consultants, reviewers will be limited to the following individuals: Ron Paananen, Alec Williamson, Tom Madden, and Amy Grotefendt.
5. The video will follow the sequence of the approved storyboard.
6. Budget is based on a moderate amount of comments and no major changes in direction or content.

In order to meet the aggressive schedule proposed above we need to begin work immediately. Please acknowledge your agreement with the scope schedule and budget described above or revise as necessary so that we can reach a common understanding of this work and proceed.

From: Mezher, Jay [Mezher@pbworld.com]

Sent: Monday, May 21, 2007 3:11 PM

To: Madden, Tom; Williamson, Alec; Rigsby, Mike (Consultant); Paananen, Ron; Clark, Gordon T. (Consultant); chandb@wsdot.wa.gov; Dougherty, Tim (Consultant); Grotefendt, Amy (Consultant)

Subject: 50% meeting for the AWV Earthquake animation

Thank you all for taking the time to attend the 50% meeting of the AWV earthquake video, below is a list of the comments and feedback we got:

1. **Introduction:**

- Show map of Western Washington with the earthquake location and simulate a 'ripple effect' to communicate the location of the earthquake, transition to the close up view of the map and show location of camera
- Describe the earthquake as 'major'. Use reference to Nisqually earthquake.
- Communicate that it's a 1 in 20 chance in the next 10 years

2. **Earthquake Timing:**

- Extend the time of th earthquake from 25 seconds to 1 minute
- Shake camera to indicate the earthquake start
- Pause for a few seconds after the earthquake and then start zooming out

3. Seawall and Surface street:

- Show the surface as more chunky
- Cracks should follow the NS direction
- Non collapsed surface street should show cracks in it
- Soil should get pushed up trough the cracks
- Show more of the Seawall
- Show the water more by the Piers

3. **Pier Collapse:**

- The Pier shifts to West more
- The Collapse should be more towards half of the Pier
- Structure will fall on itslef, use photo reference of barn failures
- Show more of the water when the Pier collapses

4. **Viadust Collapse:**

- Should be shown more brittle, less rubbery. Columns should snap.
- Pancake some of the spans
- 5' sway might be too much

The next meeting would be at 75%, we will show a more detailed look of the animations.
If you have any other comments please let me know.

Thanks,

Jay Mezher
Design Visualization Manager

PB
999 Third Ave, Suite 2200
Seattle, WA 98104
USA

Direct: 206-382-5267

Fax: 206-3825291
Email: Mezher@pbworld.com

www.pbworld.com www.company39.com

From: Dougherty, Tim (Consultant)

Sent: Monday, May 21, 2007 3:54 PM

To: 'Mezher, Jay'; Madden, Tom; Williamson, Alec; Rigsby, Mike (Consultant); Paananen, Ron; Clark, Gordon T. (Consultant); 'chandb@wsdot.wa.gov'; Grotefendt, Amy (Consultant)

Subject: RE: 50% meeting for the AWV Earthquake animation

From: Mezher, Jay [mailto:Mezher@pbworld.com]
Sent: Monday, May 21, 2007 3:11 PM
To: Madden, Tom; Williamson, Alec; Rigsby, Mike (Consultant); Paananen, Ron; Clark, Gordon T. (Consultant); chandb@wsdot.wa.gov; Dougherty, Tim (Consultant); Grotefendt, Amy (Consultant)
Subject: 50% meeting for the AWV Earthquake animation

Thank you all for taking the time to attend the 50% meeting of the AWV earthquake video, below is a list of the comments and feedback we got:

1. **Introduction:**

- Show map of Western Washington with the earthquake location and simulate a 'ripple effect' to communicate the location of the earthquake, transition to the close up view of the map and show location of camera
- Describe the earthquake as 'major'. Use reference to Nisqually earthquake.
- Communicate that it's a 1 in 20 chance in the next 10 years

2. **Earthquake Timing:**

- Extend the time of th earthquake from 25 seconds to 1 minute We may need to rethink this duration request. Maybe adding 15 seconds would be sufficient.
- Shake camera to indicate the earthquake start I don't recall this comment. I thought we had discussed a P-wave pulse to initiate the ground motion.
- Pause for a few seconds after the earthquake and then start zooming out

3. **Seawall and Surface street:**
- Show the surface as more chunky
- Cracks should follow the NS direction
- Non collapsed surface street should show cracks in it
- Soil should get pushed up trough the cracks This should happen only up until the pavement breaks loose
- Show more of the Seawall
- Show the water more by the Piers

3. **Pier Collapse:**
- The Pier shifts to West more WSDOT needs to agree with this assumption.
- The Collapse should be more towards half of the Pier WSDOT needs to agree with this assumption. If not true it could lead to challenging the accuracy of the simulation.
- Structure will fall on itslef, use photo reference of barn failures
- Show more of the water when the Pier collapses

4. **Viadust Collapse:**
- Should be shown more brittle, less rubbery. Columns should snap.
- Pancake some of the spans
- 5' sway might be too much

The next meeting would be at 75%, we will show a more detailed look of the animations.
If you have any other comments please let me know.

Thanks,

Jay Mezher
Design Visualization Manager

PB
999 Third Ave, Suite 2200
Seattle, WA 98104
USA

Direct: 206-382-5267
Fax: 206-3825291
Email: Mezher@pbworld.com

www.pbworld.com www.company39.com

From: Mezher, Jay [Mezher@pbworld.com]

Sent: Friday, June 08, 2007 1:30 PM

To: Rigsby, Mike (Consultant); Clark, Gordon T. (Consultant); Madden, Tom; Paananen, Ron; Farley, Kimberly; Kapur, Jugesh

Subject: AWV Earthquake 75% meeting

Thank you all for taking the time to meet yesterday, below are the comments from the 75% complete AWV earthquake simulation meeting:

- Move epicenter location in opening shot to the NW area of Kitsap County
- Add text information about the earthquake being similar to Nisqually but 15 – 20 longer. (Coordinate with Kristy Laing on the sentences)
- Beginning of the P-wave hit should be stronger
- Add camera shake to emphasize more the beginning of the earthquake
- City lights should starting failing as the 1st section of the viaduct falls
- Ferry lights should stay on
- Less fires on the collapsed viaduct
- Damage a couple of the older buildings along the collapsed viaduct. Show facades fallen off in the corners and broken windows
- When panning back show one section of the viaduct to have plunge damage
- Render out hi-res stills that will be used to point out the sequence of events with text
- Add a stop watch in upper right-hand corner
- Create another version of the video highlighting the sequence of events with text

Next deliverable is due Wednesday June 13, 2007. This will be a draft review that will be submitted to WSDOT, a 'draft' stamp will be added to the video so that it's not mistaken for the final product.
The final deliverable will take two weeks to assemble after the last round of feedback.

Let know if there's anything that I've missed.
Please forward to anyone who was in the meeting and not on the email list.

Thanks,
Jay

Jay Mezher
Design Visualization Manager

PB
999 Third Ave, Suite 2200
Seattle, WA 98104
USA

Direct: 206-382-5267
Fax: 206-3825291
Email: Mezher@pbworld.com

www.pbworld.com www.company39.com

Washington State Department of Transportation
Douglas B. MacDonald
Secretary of Transportation

Urban Corridors Office
401 Second Avenue South, Suite 400
Seattle, WA 98104-3850
206-464-1121 / Fax 206-464-1100
TTY: 1-800-833-6388
www.wsdot.wa.gov

July 17, 2007

Mr. Mike Rigsby
PB Americas Inc.
999 Third Avenue, Suite 2200
Seattle, WA 98104

Re: SR 99, Alaskan Way Viaduct and Seawall Replacement Project
Agreement Y-9715 Task BE, Amendment 02
Record Original & Notice to Proceed

Dear Mr. Rigsby:

Enclosed for your records is one fully executed original of Amendment 02, Task BE for Agreement Y-9715. The Amendment Task Start Date is July 1, 2007 and the Task End Date is June 30, 2008. The total amount authorized for this task is $1,080,000; this is a $200,000 increase to provide services as prescribed in the Scope of the Task Order.

The managers for this task are Alec Williamson. He may be reached at 206-267-6366. Invoices should be sent to them at 999 Third Avenue, Suite 2300, Seattle, WA, 98104.

Please call me at (206) 464-1188 if you have any questions.

Sincerely,

Stacy Scott
Assistant Consultant Liaison
Urban Corridors Office

Enclosures:
cc: A. Williamson MS 230
G. Davis, MS 95
UCO Consultant Liaison Files
D. Dilley, MS 47323
B. Runion, MS 47420 (with second original)
T. Tobin, MS 230

Washington State Department of Transportation

Task Order Amendment

All terms and conditions of this agreement are in full force and effect for this Task Order document.

Agreement No.	Y-9715
Task No.	BE
Amendment No.	02

On-Call Agreement Manager Information

Agreement Manager	Phone	Org.	Mailstop
Doyle Dilley	360-705-7107	308010	47323

Mailing Address			
PO Box 47323	Olympia	WA	98504-7323

Project Manager Information *(If different from On-Call Agreement Manager)*

Project Manager	Phone	Org.	Mailstop
Alec Williamson	206-382-6366	589206	MS-230

Mailing Address			
999 Third Avenue, Suite 2300	Seattle	WA	98104

Project Information

Project Title	
Alaskan Way Viaduct and Seawall Replacement Project - Visual Simulations and Graphics Support	
State Route No(s). SR 99	County(s) King

Task Schedule

Amendment Start Date	Task End Date
July 1, 2007	June 30, 2008

← No payment will be made for work done **PRIOR** to Amendment Start Date or for work done **AFTER** Task End Date

Task Cost

Prior Task Amount → **$880,000.00**

Work Order No.	Org. Code	Amount	Fed. Aid Part.?	Fed. Aid Project No.	Fed. Aid Part. %
				This section required if there is Fed. Aid Part.	
XL 2219	589206	$200,000.00	◉ Yes ○ No	00990971	100
			○ Yes ○ No	PIN: 809936M	0
			○ Yes ○ No		
			○ Yes ○ No		
			○ Yes ○ No		
			○ Yes ○ No		
			○ Yes ○ No		
			○ Yes ○ No		
			○ Yes ○ No		
			○ Yes ○ No		

Amended Task Amount → **$200,000.00**

Total Task Amount → **$1,080,000.00**

Consultant Information

Prime Consultant	Contact
PB Americas Inc. - AWV	Mike Rigsby

Address		
999 Third Avenue, Suite 2200	Seattle	WA 98104

Phone	Fax	E-Mail	[redacted]
206-382-6352	206-382-5291	rigsbym@wsdot.wa.gov	

Are there any Subconsultants working on this Amendment? ☐ Yes ☒ No
If Yes, complete the Subconsultant Worksheet and return with signed Task Amendment.

Approval Signatures

*****Note: Two original signed Documents are required*****

Consultant

Washington State Department of Transportation

Agreement Manager *(Signature required for execution of document ONLY for Communications and Public Involvement and Environmental Services Agreements)*

DOT Form 130-010 EF
Revised 11/2003

Agreement No. Y-9715
Task No. BE
Amendment No. 02

Scope of Task Order

Provide description of work and reference attachments for prime consultant and all subconsultants (to include detailed description of work schedule and estimate).

Report Due Date
April 30, 2008

Scope: This task order amendment is for continued preparation of additional graphics by PB Americas, Inc. (CONSULTANT) on an as-requested basis by the Washington State Department of Transportation (STATE).

Schedule: The Amendment Start Date is July 1, 2007. The Task End Date is amended from June 30, 2007 to June 30, 2008 and the Report Due Date is amended from April 9, 2007 to April 30, 2008.

Budget: The budget for Task No. BE Amendment 2 is $200,000 and will come from Work Order Number XL 2219.

List of Exhibits:
Exhibit A - Scope of Work
Exhibit D - Prime Consultant's Cost Computations

Distribution: Originals: ☒ Consultant ☐ Accountant
Copies: ☒ File ☒ Task Manager ☒ Consultant Services ☒ Other Stacy Scott, UCO

DOT Form 130-010A EF
Revised 8/2003

SR 99: ALASKAN WAY VIADUCT AND SEAWALL REPLACEMENT PROJECT

AGREEMENT Y-9715

TASK NO. BE

DESIGN ALTERNATIVES VIDEOS, VISUAL SIMULATIONS OF CONSTRUCTION SEQUENCES, TRAFFIC FLOW PLANS & GRAPHIC SUPPORT

AMENDMENT 2

SCOPE OF WORK

(EXHIBIT A)

Summary:

This Task Order amendment is for continued preparation of additional graphics by PB Americas, Inc. (CONSULTANT) on an as-requested basis by the Washington State Department of Transportation (STATE).

This Task Order amendment duration is from July 1, 2007 through June 30, 2008. Activities in this task are focused on completing the work by April 30, 2008.

Objective:

Prepare additional graphics on an as-requested basis.

Approach:

Upon STATE request, additional graphics will be prepared to assist in communicating complex architectural and engineering design or construction concepts to the news media, stakeholders and general public as it relates to the Alaskan Way Viaduct and Seawall Replacement Project. These additional visual products will be created on an as-needed basis.

Role of Consultants:

The CONSULTANT will produce additional graphics under the direction of the Technical Director of PB. Technical input and review will be provided by both the design and construction groups prior to external review.

Assumptions:

- Videos or graphics will be submitted electronically only on CD or DVD.
- Still images will be rendered at a pixel resolution of 1600 X 1280 and submitted in jpg format.

Deliverables:

WSDOT No.	MDL No.	PB No.	Description
MBP19.9715BE007.0000	P11.02	BE.B.VI.M.07	Additional Graphics Support
MBP19.9715BE099.0000	P11.02	BE.B.VI.M.99	Other Direct Costs

Consultant's Cost Computation:

The Consultant's Cost Computation is included as Exhibit D and by reference is made part of this Task Order.

List of Exhibits:

Exhibit D – Prime Consultant's Cost Computations

Alaskan Way Viaduct Phase 2 EIS

Totals		AWV PHASE 2 EIS - Y-9715, Preliminary Engineering				
No.	Work Element Description	PB	Total Hours	Total Labor	Direct Expenses	Total Task
BE-2	DESIGN ALTERNATIVES VIDEOS, VISUAL SIMULATIONS OF CONSTRUCTION SEQUENCES, TRAFFIC FLOW PLANS & GRAPHIC SUPPORT	2,132	2,132	191,634	8,366	200,000
MBP19.P110201BE.vi07 BE.B.VI.M.07	Additional Graphics Support	2,132	2,132	191,634		191,634
MBP19.P110201BE.vi99 BE.B.VI.M.99	Other Direct Costs	0	0	0	$8,366	8,366
	Hours / Cost excl. Escalation	2,132	2,132	$191,634	$8,366	200,000
	Total Labor Estimate By Firm (Incl. Escalation)	191,634		$191,634		
	ODCs Estimate By Firm	8,366		$8,366		
	Grand Total Estimate			$200,000		
	Totals By Firm	200,000		$200,000		

Alaskan Way Viaduct Phase 2 EIS

PB		AWV PHASE 2 EIS - Y-9715, Preliminary Engineering			
No.	Work Element Description	Sr Technical Specialist	Computer Graphics Specialist IV	Computer Graphics Specialist III	Total Hours
BE-2	DESIGN ALTERNATIVES VIDEOS, VISUAL SIMULATIONS OF CONSTRUCTION SEQUENCES, TRAFFIC FLOW PLANS & GRAPHIC SUPPORT	300	900	932	2,132
BE.B.VI.M.07	Additional Graphics Support	300	900	932	2,132
BE.B.VI.M.99	Other Direct Costs				0
	Hours Totals	300	900	932	2,132

Consultant Fee Estimate - PB

Design Alternatives Videos, Visual Simulations Of Construction Sequences
Traffic Flow Plans & Graphic Support

Classification	Grade	Hours	x	Rate	=	Cost
Sr Technical Specialist	P-11	300		$120.37	$	36,112
Computer Graphics Specialist IV	P-09	900		$91.88	$	82,695
Computer Graphics Specialist III	P-08	932		$78.14	$	72,827
Subtotal		2,132			$	191,634
				Escalation		
Subtotal	TOTAL: LABOR				$	**191,634**

Escalation Calculation @ 4.5%	NONE. Activity End Date precedes this firm's escalation date.

Direct Non-Salary Costs		**Cost**
SEE ATTACHED DETAIL	$	**8,366**
SUBTOTAL: Prime Contractor Amount	$	**200,000**

Subconsultant Costs	**Cost**
NONE	
Subconsultant Costs Total	$ -

TOTAL	$	**200,000**

DIRECT EXPENSE Estimate for Task BE-2 PB

Design Alternatives Videos, Visual Simulations Of Construction Sequences
Traffic Flow Plans & Graphic Support

Travel Quantities and Rates:

Number of Trips	Origin	Round Trip Rate: Airfare	Length in days of each trip	Number of travel days, all trips combined	Food + Lodging Per Diem Rate
3	Seattle*	$409.50	4	4 x 3 = 12	$221.22
3	Denver	$409.50	4	4 x 3 = 12	$221.22
6	<<Trips, Total		Travel Days, Total>>	24	

Transportation to and from Airports at $25.00 per occurrence:

*PB expects to send Seattle-based staff to Denver to coordinate with PB Computer Graphics staff up to three trips.
For each trip, allow one residence-to-airport occurrence outbound, and one airport-to-residence occurrence upon return.
For each trip out of Seattle, allow one airport-to-office occurrence in Denver, and one office-to-airport occurrence upon departure.
For each trip out of Denver, allow one airport-to-office occurrence in Seattle, and one office-to-airport occurrence upon departure.
Total Transportation per trip = **$100.00**

Travel Cost Computations:

Quantity and Descrip.	Item and Rate	Amount
Trip 6	Airfare (Weighted Avg. Rate) $409.50	$2,457
Trip 6	Transportation $100.00	$600
Travel Days 24	Per Diem $221.22	$5,309
	Travel Total:	**$8,366**

Travel Assumptions:
From Seattle to Denver: Up to 3 trips of 4 days each: PB Staff to be in Denver.
From Denver to Seattle: Up to 3 trips of 4 days each: PB Staff to be in Seattle.

From: White, John (WSF)
Sent: Thursday, August 02, 2007 12:07 PM
To: Greene, Hadley
Subject: RE: South End Discussion and Earthquake Simulation Video

I will do that. We mentioned it at the last meeting with Amy, but I sense we have heard nothing from her, so a separate meeting to review how we will coordinate there is probably needed.

John

From: Greene, Hadley
Sent: Thursday, August 02, 2007 12:05 PM
To: White, John (WSF)
Subject: RE: South End Discussion and Earthquake Simulation Video

Perfect! You'd sent me the invite a while ago and I was hoping not to take the time this afternoon. I'll skip it.

As I've said before -- we do really need to get plugged into their communications planning and the city's public involvement plan for the mobility study. Can you please ask Ron for his advice on how to expedite this?

From: White, John (WSF)
Sent: Thursday, August 02, 2007 12:02 PM
To: Greene, Hadley
Subject: RE: South End Discussion and Earthquake Simulation Video

This one might be better to leave as an 'engineering' discussion of how we are going to work together between the projects and within OneDOT. I think it is just their engineering leads attending, and I'd like them to feel free to be candid as part of a non-communications background discussion. Does that make sense?

From: Greene, Hadley
Sent: Thursday, August 02, 2007 11:14 AM
To: White, John (WSF)
Subject: RE: South End Discussion and Earthquake Simulation Video

John,
Do you think I need to attend this? Is there value from a communications angle?

From: White, John (WSF) **On Behalf Of** Arany, Sally (Consultant)
Sent: Friday, July 27, 2007 12:08 PM
To: Arany, Sally (Consultant); Berman, Rob (Consultant); Greene, Hadley; Smith, Leonard
Subject: FW: South End Discussion and Earthquake Simulation Video
When: Thursday, August 02, 2007 3:00 PM-4:00 PM (GMT-08:00) Pacific Time (US & Canada).
Where: Ron's AWV Office

This invite is a result of some long talks I had with Ron last night at the canoe journey event. I discussed my concerns with our place in providing input in the south end planning (versus being reactive to work we weren't included in), and he discussed the AWV earthquake simulation video that they have now completed (which will probably make the SR 520 one you may have seen look like child's work). Part of the video shows the potential damage to Colman Dock in a major earthquake scenario (building collapsing, etc.).

It is very hard to get Ron's time these days, as he spends much more time on SR 520 than AWV, so I am hoping that all or most of you can make this. If not, we can certainly catch you up.

John

From: Arany, Sally (Consultant)
Sent: Friday, July 27, 2007 10:10 AM
To: Arany, Sally (Consultant); White, John (WSF); Paananen, Ron; Preedy, Matt; Rigsby, Mike (Consultant); Williamson, Alec; Amiri, Ali; 'Mezher, Jay'
Subject: South End Discussion and Earthquake Simulation Video
When: Thursday, August 02, 2007 3:00 PM-4:00 PM (GMT-08:00) Pacific Time (US & Canada).
Where: Ron's AWV Office

John, please forward this invitation on to whomever else at WSF you wish to include.
Jay, the video will probably be viewed in the latter part of the hour.

Sally Arany
382-5250

From: White, John (WSF)
Sent: Thursday, August 02, 2007 12:02 PM
To: Greene, Hadley
Subject: RE: South End Discussion and Earthquake Simulation Video

This one might be better to leave as an 'engineering' discussion of how we are going to work together between the projects and within OneDOT. I think it is just their engineering leads attending, and I'd like them to feel free to be candid as part of a non-communications background discussion. Does that make sense?

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It is very hard to get Ron's time these days, as he spends much more time on SR 520 than AWV, so I am hoping that all or most of you can make this. If not, we can certainly catch you up.

John

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Sent: Friday, July 27, 2007 10:10 AM
To: Arany, Sally (Consultant); White, John (WSF); Paananen, Ron; Preedy, Matt; Rigsby, Mike (Consultant); Williamson, Alec; Amiri, Ali; 'Mezher, Jay'
Subject: South End Discussion and Earthquake Simulation Video
When: Thursday, August 02, 2007 3:00 PM-4:00 PM (GMT-08:00) Pacific Time (US & Canada).
Where: Ron's AWV Office

John, please forward this invitation on to whomever else at WSF you wish to include.
Jay, the video will probably be viewed in the latter part of the hour.

Sally Arany
382-5250

From: White, John (WSF)
Sent: Tuesday, August 28, 2007 11:50 AM
To: Beebe, Judy A.
Cc: Rigsby, Mike (Consultant); Berman, Rob (Consultant)
Subject: RE: AWV Emergency Closure Plan

Judy (and Mike),

Thanks so much for the prompt response! Sending them interagency mail would probably be fine, since we are just up the street from you.

Mike - per our meeting yesterday, we are hoping to get a couple still shots captured from the earthquake video to build our Colman Dock emergency response communications plan around. I believe Rob Berman will be calling to identify who to coordinate with on that, but ultimately that it the most important thing for us to have quickly, since we need it to brief our Exec Director, Ops Director and Communications Director.

Was great visiting briefly, hope to be able to stop by a bit more regularly and catch up sometime.

John

From: Beebe, Judy A.
Sent: Tuesday, August 28, 2007 11:25 AM
To: White, John (WSF)
Cc: Rigsby, Mike (Consultant)
Subject: AWV Emergency Closure Plan

John: I have the four 3-ring binders of the AWV Emergency Closure Plan that Mike asked to have made for you. Are you in a rush to get them? I can have someone hand-deliver to you, or I can send them via WSDOT inter-office mail.

Thanks.

Judy

From: White, John (WSF)
Sent: Wednesday, August 29, 2007 3:17 PM
To: Greene, Hadley; Coursey, Marta
Cc: Berman, Rob (Consultant)
Subject: FW: AWV Emergency Closure Plan
Attachments: Scene-1269 .jpg; Cam031300.jpg; cam021300.jpg; cam011300.jpg

Attached are a screen capture from the AWV earthquake simulation video and a couple different camera angles than what is shown in the video. The first attachment is from the video and what you actually see. The other 3 camera angles look a bit funky because details are missing since they are from perspectives different than what is shown in the video.

We thought these might be useful in framing our discussions of an updated Colman Dock emergency response plan. I have to say the video is an amazing piece of work, though the alarmist discussions it would set off and the likely suggestions of closing or restricting the viaduct that would come up are probably why Oly doesn't want to show it.

John

From: Mezher, Jay [mailto:Mezher@pbworld.com]
Sent: Wednesday, August 29, 2007 2:26 PM
To: Rigsby, Mike (Consultant); White, John (WSF); Berman, Rob (Consultant)
Cc: Beebe, Judy A.
Subject: RE: AWV Emergency Closure Plan

Rob,
Attached are the preliminary renderings for the Coleman Dock from the AWV Earthquake video, let me know which camera angles you like and we'll render them in high resolution.
Please note that parts of the Coleman Dock were not detailed out from some angles, the reason is that they didn't show up in the video.
Let me know what you decide ASAP so we can get you the images by the end of the week.

Thanks,
Jay
206.382.5267

From: Rigsby, Mike (Consultant) [mailto:RigsbyM@consultant.wsdot.wa.gov]
Sent: Tuesday, August 28, 2007 1:11 PM
To: White, John (WSF)
Cc: Berman, Rob (Consultant); Beebe, Judy A.; Mezher, Jay
Subject: RE: AWV Emergency Closure Plan

Jay Mezher at 206-382-5267 is the point of contact for the stills from the earthquake video. He has a good idea of what you want and is expecting a call from Rob. We should be able to get you those very quickly. Please make sure all involved know that this product is for internal use only until we have WSDOT approval to go public. Hope to see you again soon.

Mike Rigsby
Alaskan Way Viaduct and Seawall Replacement Project

(206) 382-6352

From: White, John (WSF)
Sent: Tuesday, August 28, 2007 11:50 AM
To: Beebe, Judy A.
Cc: Rigsby, Mike (Consultant); Berman, Rob (Consultant)
Subject: RE: AWV Emergency Closure Plan

Judy (and Mike),

Thanks so much for the prompt response! Sending them interagency mail would probably be fine, since we are just up the street from you.

Mike - per our meeting yesterday, we are hoping to get a couple still shots captured from the earthquake video to build our Colman Dock emergency response communications plan around. I believe Rob Berman will be calling to identify who to coordinate with on that, but ultimately that it the most important thing for us to have quickly, since we need it to brief our Exec Director, Ops Director and Communications Director.

Was great visiting briefly, hope to be able to stop by a bit more regularly and catch up sometime.

John

From: Beebe, Judy A.
Sent: Tuesday, August 28, 2007 11:25 AM
To: White, John (WSF)
Cc: Rigsby, Mike (Consultant)
Subject: AWV Emergency Closure Plan

John: I have the four 3-ring binders of the AWV Emergency Closure Plan that Mike asked to have made for you. Are you in a rush to get them? I can have someone hand-deliver to you, or I can send them via WSDOT inter-office mail.

Thanks.

Judy

copies.

999 Third Avenue
Suite 2200
Seattle, WA 98104

November 14, 2007

Kimberly Farley
Program Manager
Washington State Department of Transportation
Northwest Washington Division
Alaskan Way Viaduct and Seawall Replacement Project
999 Third Avenue, Suite 2424
Seattle, WA 98104

Subject SR 99 Alaskan Way Viaduct Phase 2 EIS
Seismic Vulnerability Analysis Report
AWV Earthquake Simulations

Reference PC.09.01 & MBP19.P110201BE.vi07
LOT-0040

Dear Kimberly:

PB herewith submits the final deliverables noted below from the Phase 2 EIS Continuation Scope of Work to your staff and the City of Seattle.

TASK	DELIVERABLE	QUANTITY
AAA.03.RFS.02	Seismic Vulnerability Analysis Report	1 Hard Copy 1 CD
BE.B.VI.M.07	AWV Earthquake Simulations	1 DVD

This deliverable has been reviewed internally in accordance with our quality assurance/quality control procedures.

The Comment Resolution Conference for the Seismic Vulnerability Analysis Report was held on Thursday October 25, 2007 from 1:00 PM – 2:00 PM in the 23rd Floor Large Conference Room. A follow up Comment Resolution Meeting was held with Tim Moore (WSDOT) in Tumwater, WA on October 26, 2007. The consolidated responses to comments are attached for your convenience.

Please advise if further information is required. As always, you may reach me at (206) 382-6352. If you have any questions about this deliverable, please contact Gordon Clark at (206) 382-5246.

Very truly yours,
PB

Mike Rigsby, P.E.
Project Manager

Enclosures

CC with attachment: Tom Tracy, PB
Gordon Clark, PB
George Inverso, PB
PB File 160073S.AAA/BE

From: Rigsby, Mike [Rigsby@pbworld.com]
Sent: Wednesday, March 12, 2008 4:31 PM
To: Rigsby, Mike (Consultant)
Subject: FW: AWV Earthquake and South End costs

Mike Rigsby
PB
206-382-6352

From: Mezher, Jay
Sent: Tue 3/11/2008 3:01 PM
To: Rigsby, Mike; Clark, Gordon T.
Subject: AWV Earthquake and South End costs

Mike/Gordon,

This is in response to EnviroIssues' request on how much the animations cost.

Here's how the numbers add up:

1- Earthquake simulation: 80k

2- Earthquake simulation extended versions (technical and non-technical): 20k

3- South End animation w/ multiple revisions: 62k

If you need to double check or look more in detail let me know, I have the detailed expenditure reports with the above tasks highlighted.

Thanks,

Jay

Jay Mezher

Manager, Design Visualization

Parsons Brinckerhoff

999 Third Ave, Suite 2200

Seattle, WA 98104

USA

Direct: 206-382-5267

Fax: 206-3825291

Email: Mezher@pbworld.com <mailto:Mezher@pbworld.com>

www.pbworld.com <http://www.pbworld.com/> www.company39.com <http://www.company39.com/>

Washington State Department of Transportation
Paula J. Hammond, P.E.
Secretary of Transportation

Urban Corridors
401 Second Avenue South, Suite 400
Seattle WA 98104
206-464-1220
Fax 206-464-1189
TTY: 1-800-833-6388
www.wsdot.wa.gov

December 24, 2008

Mr. Mike Rigsby
PB Americas Inc.
999 Third Avenue, Suite 2200
Seattle, WA 98104

Re: SR 99, Alaskan Way Viaduct and Seawall Replacement Project
Agreement Y-9715 Task BE, Amendment 04
Record Original & Notice to Proceed

Dear Mr. Rigsby:

Enclosed for your records is one fully executed original of Amendment 04, Task BE for Agreement Y-9715. The Amendment Task Start Date is July 1, 2007 and the Task End Date is June 30, 2009. The total amount authorized for this amendment is ($200,000) decreasing the total amount for this task order to $1,205,351 to assist the state as prescribed in the Scope of the Task Order document.

The manager for this task is Alec Williamson. He may be reached at 206-382-6366. Invoices should be sent to him at 999 Third Avenue, Suite 2300, Seattle, WA, 98104.

Please call me at 206-464-1188 if you have any questions.

Sincerely,

Stacy Scott
Deputy Consultant Liaison
Urban Corridors Office

Enclosures:
cc: A. Williamson MS 230
G. Davis, MS 95
UCO Consultant Liaison Files
D. Dilley, MS 47323
B. Runion, MS 47420 (with second original)
T. Tobin, MS 230

Washington State Department of Transportation

Task Order Amendment

All terms and conditions of this agreement are in full force and effect for this Task Order document.

Agreement No.	Y-9715
Task No.	BE
Amendment No.	04

On-Call Agreement Manager Information

Agreement Manager	Phone	Org.	Mailstop
Doyle Dilley	360-705-7107	308010	47323

Mailing Address			
PO Box 47323	Olympia	WA	98504-7323

Project Manager Information *(If different from On-Call Agreement Manager)*

Project Manager	Phone	Org.	Mailstop
Alec Williamson	206-382-6366	589206	MS-230

Mailing Address			
999 Third Avenue, Suite 2424	Seattle	WA	98104

Project Information

Project Title	
SR 99 - Design Alternatives Videos, Visual Simulations of Construction Sequences, Traffic Flows & Graphic Support	
State Route No(s). SR 99	County(s) King

Task Schedule

Amendment Start Date	Task End Date
April 10, 2006	June 30, 2009

← No payment will be made for work done **PRIOR** to Amendment Start Date or for work done **AFTER** Task End Date

Task Cost

Prior Task Amount → $1,405,351.00

This section required if there is Fed. Aid Part.

Work Order No.	Org. Code	Amount	Fed. Aid Part.?	Fed. Aid Project No.	Fed. Aid Part. %
XL3233	589206	-$46,461.45	○ Yes ◉ No	AZ	0
XL3240	589206	-$24,145.32	○ Yes ◉ No	AZ	0
XL3236	589206	-$12,929.71	○ Yes ◉ No	AZ	0
XL3241	589206	-$18,559.14	○ Yes ◉ No	AZ	0
XL3237	589206	-$86,281.92	◉ Yes ○ No	0099(097)1	0
XL3238	589206	-$11,622.46	○ Yes ◉ No	AN	0
			○ Yes ○ No		
			○ Yes ○ No		
			○ Yes ○ No		
			○ Yes ○ No		

Amended Task Amount → -$200,000.00

Total Task Amount → $1,205,351.00

Consultant Information

Prime Consultant	Contact
PB Americas Inc. - AWV	Mike Rigsby

Address		
999 Third Avenue, Suite 2200	Seattle	WA 98104

Phone	Fax	E-Mail	
206-382-6352	206-382-5291	rigsbym@wsdot.wa.gov	[redacted]

Are there any Subconsultants working on this Amendment? ☐ Yes ☒ No

If Yes, complete the Subconsultant Worksheet and return with signed Task Amendment.

Approval Signatures

****Note: Two original signed Documents are required.****

Consultant _____

Washington State Department of Transportation _____

Agreement Manager _____ *(Signature required for execution of document ONLY for Communications and Public Involvement and Environmental Services Agreements)*

DOT Form 130-010 EF
Revised 11/2003

Agreement No. Y-9715
Task No. BE
Amendment No. 04

Scope of Task Order

Provide description of work and reference attachments for prime consultant and all subconsultants (to include detailed description of work schedule and estimate).

Report Due Date
May 31, 2009

Scope: No change.

Schedule: No change.

Budget: Task No. BE Amendment 4 deobligates <$200,000> of approved budget from Task No. BE.

List of Exhibits:
Exhibit D – Prime Consultant's Cost Computations (Cost Estimate)
Exhibit E – Sub Consultant's Cost Computations (Cost Estimate)

Distribution: Originals: ☒ Consultant ☐ Accountant
Copies: ☒ File ☒ Task Manager ☒ Consultant Services ☒ Other Stacy Scott, UCO

DOT Form 130-010A EF
Revised 8/2003

Alaskan Way Viaduct Phase 2

Totals		AWV PHASE 2 - Y-9715				
WSDOT / PB No.	Work Element Description	PB	Total Hours	Total Labor	Direct Expenses	Total
BE-4	DESIGN ALTERNATIVES VIDEOS, VISUAL SIMULATIONS OF CONSTRUCTION SEQUENCES, TRAFFIC FLOW PLANS & GRAPHIC SUPPORT	(1,967)	(1,967)	(199,930)	(70)	(200,000)
BE.B.VI.M.07	Additional Graphics Support	(1,967)	(1,967)	(199,930)		(199,930)
BE.B.VI.M.99	Other Direct Costs	0	0	0	(70)	(70)
	Hours / Labor Estimate: Pre-escalation	(1,967)	(1,967)	($199,930)	($70)	($200,000)
	Totals: Labor Estimate By Firm Including Escalation	(199,930)		($199,930)		
	ODCs Estimate By Firm	(70)		($70)		
		Subtotal before Markup>		($200,000)		
	Prime Consultant's Markup on Subconsultants at 4.0 %	0		$0	<Markup	
	Grand Totals By Firm	(200,000)		($200,000)	<Grand Total Estimate	

Alaskan Way Viaduct Phase 2

PB		AWV PHASE 2 - Y-9715				
No.	Work Element Description	Sr Technical Specialist	Sr Applications Developer	Computer Graphics Specialist IV	Computer Graphics Specialist III	Total Hours
BE-4	DESIGN ALTERNATIVES VIDEOS, VISUAL SIMULATIONS OF CONSTRUCTION SEQUENCES, TRAFFIC FLOW PLANS & GRAPHIC SUPPORT	(427)	(430)	(550)	(560)	(1,967)
BE.B.VI.M.07	Additional Graphics Support	(427)	(430)	(550)	(560)	(1,967)
	Hours Totals	(427)	(430)	(550)	(560)	(1,967)

Alaskan Way Viaduct Phase 2

Consultant Fee Estimate - PB

Design Alternatives Videos, Visual Simulations of Construction Sequences, Traffic Flow Plans & Graphic Support

Classification	Grade	Hours	x	Rate	=	Cost
Sr Technical Specialist	P-11	(427)		$119.08	$	(50,846)
Sr Applications Developer	P-10	(430)		$127.06	$	(54,637)
Computer Graphics Specialist IV	P-09	(550)		$90.90	$	(49,998)
Computer Graphics Specialist III	P-08	(560)		$79.37	$	(44,450)
Subtotal		(1,967)			$	(199,930)
					$	-
Subtotal	TOTAL: LABOR				$	**(199,930)**

Direct Non-Salary Costs - BE.B.VI.M.99		**Cost**
	See Attached	**$ (70)**

Prime Consultant Markup on Subconsultants at 4.0 percent: $0 x 0.04 =	**$ -**
SUBTOTAL: Prime Consultant Amount	**$ (200,000)**

Subconsultant Costs	**Cost**
None	
Subconsultant Costs Total	**$ -**
TOTAL	**$ (200,000)**

Alaskan Way Viaduct Phase 2

DIRECT EXPENSE Estimate for Task BE-4

Design Alternatives Videos, Visual Simulations of Construction Sequences, Traffic Flow Plans & Graphic Support

PB

Direct Expense Computations (Reductions):

Description & Quantity	Item and Rate	Amount
Communications (2)	Fedex/overnight courier $15	($30)
Parking (2)	Validation Stamps $20	($40)
	Total:	**(70)**

Washington State Department of Transportation
Paula J. Hammond, P.E.
Secretary of Transportation

Urban Corridors
401 Second Avenue South, Suite 400
Seattle WA 98104
206-464-1220
Fax 206-464-1189
TTY: 1-800-833-6388
www.wsdot.wa.gov

January 22, 2009

Mr. Mike Rigsby
PB Americas Inc.
999 Third Avenue, Suite 2200
Seattle, WA 98104

Re: SR 99, Alaskan Way Viaduct and Seawall Replacement Project
Agreement Y-9715 Task BE, Amendment 04 **Corrected Copy**
Record Original & Notice to Proceed

Dear Mr. Rigsby:

Enclosed for your records is one fully executed original of Amendment 04, Task BE for Agreement Y-9715. The Amendment Task Start Date is **April 10, 2006** and the Task End Date is June 30, 2009. The total amount authorized for this amendment is ($200,000) decreasing the total amount for this task order to $1,205,351 to assist the state as prescribed in the Scope of the Task Order document. **The Amendment Start Date should be April 10, 2006 versus July 1, 2007.**

The manager for this task is Alec Williamson. He may be reached at 206-382-6366. Invoices should be sent to him at 999 Third Avenue, Suite 2300, Seattle, WA, 98104.

Please call me at 206-464-1188 if you have any questions.

Sincerely,

Stacy Scott
Deputy Consultant Liaison
Urban Corridors Office

Enclosures:
cc: A. Williamson MS 230
G. Davis, MS 95
UCO Consultant Liaison Files
D. Dilley, MS 47323
B. Runion, MS 47420 (with second original)
T. Tobin, MS 230

Washington State Department of Transportation
Paula J. Hammond, P.E.
Secretary of Transportation

Urban Corridors
401 Second Avenue South, Suite 400
Seattle, WA 98104
206-464-1121
Fax 206-464-1101
TTY: 1-800-833-6388
www.wsdot.wa.gov

May 21, 2009

Mr. Mike Rigsby
PB Americas Inc.
999 Third Avenue, Suite 2200
Seattle, WA 98104

Re: SR 99, Alaskan Way Viaduct and Seawall Replacement Project
Agreement Y-9715 Task BE, Amendment 05
Record Original & Notice to Proceed

Dear Mr. Rigsby:

Enclosed for your records is one fully executed original of Amendment 05, Task BE for Agreement Y-9715. The Amendment Task Start Date is April 10, 2006 and the Task End Date is extended from June 30, 2009 to December 31, 2009. The total amount authorized for this amendment remains $1,205,351 to assist the state as prescribed in the Scope of the Task Order document. This amendment is for the purpose of time extension and funds reallocation only; there is no change to the scope of work or the budget for this Task Order as a result of this Amendment.

The manager for this task is Alec Williamson. He may be reached at 206-382-6366. Invoices should be sent to him at 999 Third Avenue, Suite 2300, Seattle, WA, 98104.

Please call me at 206-716-1139 if you have any questions.

Sincerely,

Curtis E. Bronson
UCO Rates and Scope Verification Analyst
Urban Corridors Office

Enclosures:
cc: A. Williamson MS 230
G. Davis, MS 95
UCO Consultant Liaison Files
D. Dilley, MS 47323
B. Runion, MS 47420 (with second original)
T. Tobin, MS 230

Washington State Department of Transportation

Task Order Amendment

All terms and conditions of this agreement are in full force and effect for this Task Order document.

Agreement No.	Y-9715
Task No.	BE
Amendment No.	05

On-Call Agreement Manager Information

Agreement Manager	Phone	Org.	Mailstop
Doyle Dilley	360-705-7107	308010	47323

Mailing Address			
PO Box 47323	Olympia	WA	98504-7323

Project Manager Information *(If different from On-Call Agreement Manager)*

Project Manager	Phone	Org.	Mailstop
Alec Williamson	206-382-6366	589206	MS-230

Mailing Address			
999 Third Avenue, Suite 2424	Seattle	WA	98104

Project Information

Project Title	
Design Alternatives Videos, Visual Simulations of Construction Sequences, Traffic Flow Plans & Graphic Support	
State Route No(s). SR 99	County(s) King

Task Schedule

Amendment Start Date	Task End Date
April 10, 2006	December 31, 2009

← No payment will be made for work done **PRIOR** to Amendment Start Date or for work done **AFTER** Task End Date

Task Cost

Prior Task Amount → **$1,205,351.00**

Work Order No.	Org. Code	Amount	Fed. Aid Part.?	This section required if there is Fed. Aid Part.	
				Fed. Aid Project No.	Fed. Aid Part. %
XL3233, Gp 28	589206	$0.00	○ Yes ◉ No	AZ (close)	0
XL3236, Gp 22	589206	-$14,540.21	○ Yes ◉ No	AZ (close)	0
XL3237, Gp 11	589206	$13,443.28	○ Yes ◉ No	AZ (close)	0
XL3237, Gp 11	589206	-$13,443.28	◉ Yes ○ No	0099(097)1 (keep	100
XL3238, Gp 25	589206	$14,540.21	○ Yes ◉ No	AN (keep open)	0
XL3240, Gp 25	589206	$0.00	○ Yes ◉ No	AZ (close)	0
XL3241, Gp 22	589206	$0.00	○ Yes ◉ No	AZ (close)	0
			○ Yes ○ No		
			○ Yes ○ No		
			○ Yes ○ No		

Amended Task Amount → **$0.00**

Total Task Amount → **$1,205,351.00**

Consultant Information

Prime Consultant	Contact
PB Americas, Inc. - AWV	Mike Rigsby

Address		
999 Third Avenue, Suite 2200	Seattle	WA 98104

Phone	Fax	E-Mail	
206-382-6352	206-382-5291	rigsbym@consultant.wsdot.wa.gov	[redacted]

Are there any Subconsultants working on this Amendment? ☐ Yes ☒ No
If Yes, complete the Subconsultant Worksheet and return with signed Task Amendment.

Approval Signatures

****Note: Two original signed Documents are required.****

Consultant

Washington State Department of Transportation

Agreement Manager *(Signature required for execution of document ONLY for Communications and Public Involvement and Environmental Services Agreements)*

DOT Form 130-010 EF
Revised 11/2003

Agreement No. Y-9715
Task No. BE
Amendment No. 05

Scope of Task Order

Provide description of work and reference attachments for prime consultant and all subconsultants (to include detailed description of work schedule and estimate).

Report Due Date
November 30, 2009

The STATE has requested that the CONSULTANT continue providing design alternative videos, visual simulations of construction sequences, traffic flow plans and graphic support through the end of 2009 in light of the bored tunnel alternative. This support is on an as-needed-basis.

Scope: No change.

Schedule: Extend the Report Due Date from May 31, 2009 to November 30, 2009 and Task End Date from June 30, 2009 to December 31, 2009.

Budget: No change.

List of Attachments and Exhibits:
None.

Distribution: Originals: ☒ Consultant ☐ Accountant
Copies: ☒ File ☒ Task Manager ☒ Consultant Services ☒ Other Stacy Scott, UCO

DOT Form 130-010A EF
Revised 8/2003

Parsons Brinckerhoff
999 Third Avenue
Suite 2000
Seattle, WA 98104
Main: 206-382-5200

October 19, 2009

Theresa Greco
Program Manager
Washington State Department of Transportation
Northwest Washington Division
Alaskan Way Viaduct and Seawall Replacement Program
999 Third Avenue, Suite 2424
Seattle, WA 98104

Subject: SR 99 Alaskan Way Viaduct Phase 2 EIS
AWV Earthquake Simulation Videos

Reference: Y-9715 Task No. BE
LOT-0352

Dear Theresa:

Parsons Brinckerhoff herewith submits the final deliverable noted below from the Phase 2 EIS Continuation Scope of Work to your staff and the City of Seattle.

WSDOT MDL#	Task #	Deliverable	Quantity
PE.BR	BE.B.VI.M.07	AWV Earthquake Simulation Video (FINAL Technical and Non-technical Versions)	1 CD
		AWV Earthquake Simulation Video (DRAFT early production version – June 2007)	1 CD

This deliverable has been reviewed in accordance with our Quality Assurance/Quality Control procedures.

The Comment Resolution Conference was held on October 5, 2009, and the verbal comments received have been incorporated into the revised final deliverable.

Please advise if further information is required. As always, you may reach me at 206-382-6352. If you have any questions about this deliverable, please contact Gordon Clark at 206-382-5246.

Very truly yours,
Parsons Brinckerhoff

Mike Rigsby, P.E.
Project Manager

Enclosures

CC w/o attachment: Rick Conte, PB
Gordon Clark, PB
PB File 160073S.AAA/BE (with attachment)

Santic, Heather (Consultant)

From: Paananen, Ron
Sent: Sunday, October 25, 2009 10:01 PM
Subject: FW: Alaskan Way Viaduct - video information
Attachments: AWV_Simulation_FAQs_TPs.pdf

Program Staff:

I want you to have information that was just sent to elected officials and stakeholders. We released a video simulation this evening that shows what would happen to the viaduct in the event there was an earthquake that was more intense than the 2001 Nisqually earthquake. While we have refrained from releasing the video in the past, we received a public disclosure request for it, which we are complying with.

When I watch this video, it makes me realize how important the work that everyone on the team does every day. Thank you for keeping the critical project moving forward.

As always, if you receive any media inquires please forward them to Kristy Van Ness at 206-382-6361. And please stop by my office if you have any questions.

Thank you,
Ron

Here is a link for you to watch the video from your WSDOT computer:

http://media.wsdot.wa.gov/asxgen/video/viaduct/earthquake_simulation.wmv

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From: Paananen, Ron
Subject: Alaskan Way Viaduct - video information

Dear Alaskan Way Viaduct Interested Party:

Today WSDOT is releasing a video simulation (www.youtube.com/watch?v=hos_uIKwC-c) of what would happen to the Alaskan Way Viaduct and Seawall if there was an earthquake that lasted longer, was closer, or was stronger than the 2001 Nisqually earthquake. This type of earthquake has a one in ten chance of occurring in the next 10 years, which is information we released to the public in early 2008.

We have not released this video earlier because we believe it sensationalizes a serious safety issue, however, we are releasing it now in response to a public disclosure request. More information about the video can be found here: http://wsdotblog.blogspot.com/

Why was this video produced?

In 2007 WSDOT prepared a report about the seismic vulnerabilities of the viaduct based on new geotechnical data and a better understanding of local and regional seismic behavior. The information showed there was a higher chance of an earthquake occurring that could cause portions of the Alaskan Way Viaduct to collapse. The full report can be found here: www.wsdot.wa.gov/NR/rdonlyres/4452FD83-963F-4CD1-B7AE-1277499AC7C0/0/Seismic_Vulnerability_Analysis_Report.pdf

The higher chance translated to a one in ten chance that an earthquake that could cause the viaduct to collapse could occur in the next 10 years. This was approximately double the previously known risk. Scientists estimate this magnitude earthquake occurs once every 108 years. The risks are the same for the adjacent seawall.

When we understood this higher risk, there was little agreement about how the Alaskan Way Viaduct was to be replaced. To ensure that we fully understood the risks of not reaching a decision, we created a visual simulation of how the viaduct would respond in the event of an earthquake more intense than the 2001 Nisqually earthquake.

Progress was being made in late 2007. Agreement had been reached on how the south mile of the viaduct was to be replaced. And there was a collaborative process underway, including a 29-member stakeholder advisory committee, to determine the best solution for the mile of the viaduct along the central waterfront.

While independent experts reviewed the video and found it to be an accurate representation of how the viaduct would respond to an earthquake, we felt it was too sensational to release. We felt that it may unnecessarily frighten the public as well as distract from the progress underway.

Why release this video now?

Last month we received a public disclosure request. Many documents were requested, including the earthquake simulation video.

Is the viaduct safe for drivers?

The Alaskan Way Viaduct remains safe for drivers, but the video shows why we cannot afford to delay replacement of it. WSDOT has increased inspections since the 2001 Nisqually earthquake and work to take down the south mile of the viaduct will begin next spring. Steps taken or underway to ensure the viaduct is safe include:

- Four sections of the viaduct that were damaged in the 2001 Nisqually earthquake were repaired soon after the earthquake.
- We inspect the structure four times a year. The section of the viaduct between Columbia and Yesler continued to settle an additional five and a half inches after the 2001 Nisqually earthquake. WSDOT completed repairs to the column footings in April 2008.
- Vehicles with a gross weight or more than 105,500 pounds are prohibited, and trucks and buses must travel in the right-hand lane only. If further settlement is found, additional weight restrictions may be required.
- Next spring an automated closure system will be installed to allow the state and city to act quickly if an earthquake, fire or other event compromises the structure. This system will use the latest in monitoring technology, including GPS antennas and wireless equipment, to detect structure and ground movement. New signs and gates at the viaduct's ramps and entrances will detour traffic away from the structure and advance warning signs will notify drivers of any closures. The automated closure system will cost approximately $5 million and is federally funded.
- The City of Seattle is advancing the environmental review and design of a new seawall. Construction will take place in parallel with construction of the bored tunnel. The city has made approximately $500,000 in repairs and monitors the seawall.

Will the proposed bored tunnel be safe for drivers?

Geotechnical and structural engineers agree that tunnels can be designed as one of the safest places to be during an earthquake. This is because ground movements below the surface are much smaller than the amplified movements above the surface. The BART tunnels in San Francisco were re-opened hours after the earthquake when no damage was found. The proposed SR 99 bored tunnel would be designed and built to current seismic standards, which mean it will not collapse in the event of a 1,000 year earthquake.

If you have any questions about this video or our work to replace the Alaskan Way Viaduct, please call me at 206-276-0499 or send an email to paananr@wsdot.wa.gov.

Ron Paananen
Washington State Department of Transportation
Alaskan Way Viaduct and Seawall Replacement Program Administrator

Washington State Department of Transportation

Earthquake simulation talking points – Oct. 25, 2009

There is a one in ten chance than an earthquake could permanently damage the Alaskan Way Viaduct and seawall.

- In 2007 new geotechnical data and a better understanding of local and regional seismic behavior allowed seismic and structural experts to determine that there is a higher chance of an earthquake occurring that could cause portions of the viaduct to collapse.
- This translates to a one in ten chance that an earthquake that could permanently damage the viaduct could occur in the next 10 years. This is approximately double the previously identified risk.
- This is a more intense earthquake than the 2001 Nisqually earthquake and would either be closer, be stronger, or last longer.
- In early 2007 we began to work on a visual simulation of how the viaduct and seawall would respond in the event of an earthquake in order to better understand the new information, share the new seismic information to the public, and emphasize the importance of moving forward.
- Experts from an international structural engineering firm and the University of Washington reviewed the video simulation and found it to be an accurate representation of the new seismic information and potential impact on the viaduct and seawall.
- Once the video was completed in November 2007, WSDOT decided not to release it due to concerns that it sensationalized a serious safety issue and could distract from the collaborative process that was underway. The technical report was released to the public in early 2008 and shared at a stakeholder advisory committee, posted on the Web site, and provided in briefings to elected officials.

We are releasing this video now because of a public disclosure request.

- This video does not contain new information. We released the seismic risk information portrayed in the video simulation to the public in early 2008 – at a stakeholder meeting, posted on the Web site, and through briefings to elected officials.
- We are releasing this video now because of a public disclosure request. The request was for a number of documents, including the earthquake simulation video.
- Our intent is to comply with the public disclosure request. However we remain concerned that this video sensationalizes a serious safety issue.

WSDOT continues work to ensure the viaduct is safe for drivers, but we cannot afford further delay.

- This video shows clearly why we cannot afford to delay taking down the viaduct.

- Progress is being made. We are starting construction in March to take down the south half of the viaduct near the sports stadiums. The project will be advertised to contractors on Monday, Oct. 26.
- The viaduct is safe for drivers today. WSDOT has kept close watch on the viaduct ever since the 2001 Nisqually earthquake.
    - Inspections have increased to four times a year to ensure it remains safe for drivers. When damage is found during the inspections, steps to repair the damage are taken.
    - We strengthened four column footings between Columbia and Yesler in 2008. This is a temporary repair that limits settlement in this area of the viaduct, prevents further damage to the structure, and allows the viaduct to remain open to traffic.
    - Vehicles with a gross weight of more than 105,500 pounds are prohibited, and trucks and buses must travel in the right-hand lane only.
- WSDOT is installing an automated closure system this spring. The current system is manual and requires the police force and others to close the viaduct in an emergency.
- The automated system will remove traffic from the viaduct in case of a catastrophic failure or a moderate seismic event that weakens the structure. The system will include:
    - New monitoring system, including GPS antennas and wireless equipment, to detect structure and ground movement.
    - Eight gates placed at ramps and entrances to the viaduct
    - Advance warning signs, to notify travelers of a closure, will be added or upgraded in west Seattle, south Seattle, SODO, downtown, and north of the Battery Street Tunnel.
    - Traffic cameras will be added along the viaduct and at gate locations.
- The automated closure system will cost approximately $5 million and is being funded by federal funds.

The City of Seattle will replace the seawall in parallel with the bored tunnel.

- The seawall is at the same risk of collapse in the event of an earthquake as the viaduct.
- Replacement of the seawall is undergoing environmental review by the City of Seattle and U.S. Army Corps of Engineers.
- Design will begin next year and construction of the new seawall will begin in parallel with construction of the bored tunnel.

Washington State Department of Transportation

Earthquake simulation commonly asked questions – Oct. 25, 2009

Why is this video being released now?
It is being released because it has been requested through a public disclosure request that was submitted on Sept. 23.

Why was the video not released earlier?
We did release the data on which the video was based (Seismic Vulnerability Analysis Report, Nov. 2007) in early 2008. The video was not released earlier because we believe it sensationalizes a serious safety issue.

Is the viaduct still safe for drivers?
The viaduct is safe for drivers. WSDOT conducts inspections four times a year and makes repairs as necessary. Weight restrictions keep the heaviest trucks off the viaduct, and trucks and buses that are allowed are required to stay in the right-hand lane. In the event of an earthquake, we will be installing an automated closure system (seismic monitoring equipment, ramp closure gates, information signs, and traffic cameras). The city also regularly monitors the condition of the seawall and has made approximately $500,000 in repairs.

What strength earthquake does the video depict?
One possibility is a 7.0 earthquake that lasts the same amount of time and is the same distance from downtown Seattle as the 2001 Nisqually earthquake. Scientists estimate this magnitude earthquake occurs once every 108 years. The Nisqually earthquake was a 6.8 magnitude earthquake. An earthquake that is closer, with less magnitude, or lasting longer, could also precipitate failure. The proposed SR 99 bored tunnel would be designed and built to current seismic standards, which means it will not collapse in the event of a 1,000 year earthquake.

How accurate is the video?
The video is based on seismic information from the State Department of Natural Resources and structural analysis by licensed engineers. It has been reviewed and found to be technically accurate by two independent experts – David Goodyear, TY Lin International and Steven Kramer, University of Washington Civil and Environmental Engineering. Jugesh Kapur, the state bridge engineer, has also reviewed the video and found it to be accurate.

How much did the video cost?
The video cost approximately $80,000 to produce.

Is WSDOT trying to scare the public?
No, WSDOT is not trying to scare the public. We have not released this video before because it sensationalizes a serious safety issue. We have communicated the risks of not replacing the viaduct over the last eight years and the public and elected officials have listened. Progress is being made – construction on the south mile of the viaduct will begin in January.

Why doesn't WSDOT close the viaduct now?
Through quarterly inspections of the viaduct, weight restrictions, and repairs, we are keeping the viaduct safe for drivers. We would close the viaduct if we felt it was unsafe, just as we have

taken ferry boats off routes and closed the Murray Morgan bridge in Tacoma. Further weight restrictions may be required if conditions warrant such action.

Isn't it too risky to allow traffic on the viaduct until 2015?
The viaduct is safe for drivers. We will continue to inspect it four times each year to make sure it is safe for drivers. If there is any evidence that it is no longer safe, we will close it. Ensuring the public safety is one of the reasons we are installing the automated closure system. Closing the viaduct must also be balanced with the impacts to the regional economy from a major transportation route shutting down with no alternate routes in place. Also, closing the viaduct would not address the seawall. Failure of the seawall could still cause significant damage to the waterfront and utilities.

Can't the viaduct just be fixed or retrofitted until 2015?
Almost a decade of studies and numerous reviews by outside experts have led us to the conclusion that retrofitting the viaduct is not a cost effective solution. It costs almost as much as a full replacement and the narrow lanes and no shoulders would not be addressed. Retrofitting the viaduct also does not fix the seawall.

Will the tunnel be safe during an earthquake?
Geotechnical and structural engineers agree that tunnels can be designed as one of the safest places to be during an earthquake. This is because ground movements below the surface are much smaller than the amplified movements above the surface. The BART tunnels in San Francisco were re-opened hours after the earthquake when no damage was found. The proposed SR 99 bored tunnel would be designed and built to current seismic standards, which means it will not collapse in the event of a 1,000 year earthquake.

When will the seawall be replaced?
The City of Seattle has invested almost $500,000 in temporary repairs to the seawall and regularly monitors its condition. The seawall will be replaced in parallel with construction of the bored tunnel. Construction will be phased to minimize impacts to waterfront businesses during busy seasons.

Is there a plan if the viaduct or seawall were to fail during an earthquake?
WSDOT will be installing an automatic closure system next year that will close the viaduct after an earthquake, fire, or other event that damages the structure. WSDOT and the City of Seattle also have an emergency closure plan for the viaduct.

In the event of a sizable earthquake and its aftershocks, priority will be given to moving emergency response personnel through the city. Traffic will be re-directed away from downtown Seattle. Key bridges and structures will be inspected. Temporary detours will be put in place, and emergency public information systems will be activated. If there is a long term closure of the viaduct, traffic will be re-routed to downtown city streets (Second and Fourth avenues) and parking on north-south streets will be limited. In the days and weeks after an earthquake, the real difference will be made by Seattle travelers' decisions to change routes, limit travel and alter travel modes. This will determine how well people and goods move during a long-term closure of the viaduct.

Santic, Heather (Consultant)

From: Alaskan Way Viaduct [wsdot@service.govdelivery.com]
Sent: Monday, October 26, 2009 9:19 AM
To: Preedy, Matt
Subject: Alaskan Way Viaduct and Seawall Replacement Program News

View online version.

Alaskan Way Viaduct and Seawall Replacement Program News

This program is led by the Washington State Department of Transportation (WSDOT) in partnership with the Federal Highway Administration (FHWA), King County, Port of Seattle and the City of Seattle.

October 2009

In this issue:

- Governor and Mayor sign agreement on the proposed bored tunnel.
- WSDOT requests bids to replace the southern mile of the Alaskan Way Viaduct.
- New video simulates the effect of an earthquake on the viaduct.
- WSDOT begins development of an automated emergency closure system for the viaduct.

Governor and Mayor sign agreement on the proposed bored tunnel

Gov. Chris Gregoire and Seattle Mayor Greg Nickels signed a memorandum of agreement on Saturday, Oct. 24 which outlines the city and state's construction and funding responsibilities to replace the Alaskan Way Viaduct with the proposed bored tunnel. The Seattle City Council unanimously approved an ordinance on Oct. 19 that endorsed the proposed tunnel and authorized the execution of the agreement.

The agreement establishes a formal partnership between the City of Seattle and Washington state for removing the viaduct along the waterfront, between S. King Street and the Battery Street Tunnel. The state will fund the replacement of SR 99 along the waterfront, removal of the remaining viaduct, and construction of a new waterfront boulevard. The city will improve city streets such as Mercer Street, replace the central waterfront seawall, relocate utilities, and build new public spaces along the waterfront.

The Federal Highway Administration, state and city are leading the environmental review for the viaduct replacement along the waterfront. A second Supplemental Draft Environmental Impact Statement, which analyzes the bored tunnel and builds upon the previous review of other alternatives, will be published for public review in early 2010.

Photos of the Governor and Mayor signing the memorandum of agreement can be found on WSDOT's Flickr site.

For more information about the proposed bored tunnel, visit our Web site.

WSDOT requests bids to replace the southern mile of the Alaskan Way Viaduct

Today WSDOT is issuing a request for bids for its S. Holgate to S. King Street Stage 2 contract, which will replace the southern mile of the Alaskan Way Viaduct near the sports stadiums. While crews have already begun preliminary construction for this project, such as relocating electrical lines and other utilities, we will begin road and bridge construction on this section of SR 99 in spring 2010.

As part of this project, the viaduct between S. Holgate and S. King streets will be replaced with a side-by-side

roadway that is elevated over the railroad tracks. The new structure will have wider lanes and shoulders, meet current seismic standards, and improve access to the Port of Seattle's facilities. It is designed to fit with any viaduct replacement along the waterfront. When the new roadway is open in 2013, it will temporarily connect to the existing viaduct north of S. King Street, until the replacement for that section is complete.

During south end construction, at least two lanes of SR 99 will remain open in each direction at most times, with the exception of occasional night and weekend closures. More information about this project is available on our Web site.

New video simulates the effect of an earthquake on the viaduct

WSDOT released a video that simulates what would happen to the Alaskan Way Viaduct and Seawall if another seismic event more intense than the 2001 Nisqually earthquake were to shake the Puget Sound region. This earthquake has a one in 10 chance of occurring in the next 10 years. We are releasing this video now in response to a public disclosure request.

The simulation is based on a 2007 viaduct vulnerability report that analyzed new geotechnical data and new information on local and regional seismic behavior. The report concluded that there is a higher chance than previously thought of an earthquake occurring that could cause portions of the viaduct and adjacent seawall to collapse. The Seismic Vulnerability Analysis Report is available on our Web site.

While the need to replace the viaduct remains, state and city crews work to ensure the structure is safe for drivers. Inspections like the one conducted last weekend are performed twice a year, with visual inspections done quarterly to measure any substantial cracks or settlement. Repairs to expansion joints and damaged bridge rails are made as quickly as possible, and weight restrictions are in place to reduce wear and tear on the structure.

WSDOT begins development of an automated emergency closure system for the viaduct

The viaduct program team is developing an automated closure system for the Alaskan Way Viaduct that will allow the state and city to act quickly if an earthquake, fire or other event compromises the structure. The current closure process is manual and utilizes the police force and others to close the viaduct in emergencies.

The new system will use the latest in monitoring technology, including GPS antennas and wireless equipment, to detect structure and ground movement. New signs and gates at the viaduct's ramps and entrances will detour traffic away from the structure during an emergency, and advance warning signs will notify drivers in SODO, West Seattle, downtown and north of Seattle about any closures.

This project, which was made possible by federal funds, will allow police to address other areas in times of emergencies. The automated closure system is expected to be operational in mid- to late-2010. Visit our Web site for more information.

About these updates

Please forward this e-mail to others who might be interested. To subscribe or unsubscribe from this mailing list, visit the subscription page. You will be asked first to enter your e-mail address and set your preferences. Then you can subscribe or unsubscribe to the Alaskan Way Viaduct e-mail update from the Northwest updates section. For more information about the viaduct program, visit www.alaskanwayviaduct.org.

Know before you go

We have a new Web page that describes how WSDOT projects in downtown Seattle are affecting vehicle and pedestrian traffic. It covers projects on SR 99, including the Alaskan Way Viaduct replacement; SR 519 and city streets through downtown and SODO.

From: Rigsby, Mike [Rigsby@pbworld.com]
Sent: Wednesday, October 28, 2009 7:34 PM
To: Paananen, Ron
Cc: Smith, Jared; Mezher, Jay
Subject: RE: AWV Earthquake -ENR Article

Consider it done. Thanks, Jay.

Mike Rigsby
Parsons Brinckerhoff
206-382-6352

_____

From: Mezher, Jay
Sent: Wed 10/28/2009 6:10 PM
To: Rigsby, Mike
Cc: Smith, Jared
Subject: FW: AWV Earthquake -ENR Article

Mike, I did not cc Ron on the email. Can you please give him a print of the message so he knows that ENR will be contacting him?

Thanks,

Jay

From: Mezher, Jay
Sent: Wednesday, October 28, 2009 6:09 PM
To: 'tom_sawyer'
Cc: Smith, Jared; Rigsby, Mike
Subject: AWV Earthquake -ENR Article

Tom,

Per our conversation, Ron Paananen would be your best contact for official comments from WSDOT (our client).

Jared Smith and Mike Rigsby would be available for further background but will not be able to comment on the record without WSDOT's permission.

Here's their contact information:

Ron Paananen - WSDOT

PaananR@WSDOT.WA.GOV

Office: 206.826.7497

Cell: 206.276.0499

Jared Smith - Parsons Brinckerhoff

SmithJar@pbworld.com

Cell: 206.369.2351

Mike Rigsby - Parsons Brinckerhoff

Rigsby@pbworld.com

Office: 206.382.6352

Thanks,

Jay

Jay Mezher

Manager, Design Visualization

Parsons Brinckerhoff | Project Visualization TRC

999 Third Ave | Suite 2200 | Seattle, WA 98104

P 206.382.5267 | F 206.382.5222 | www.pbworld.com

From: Smith, Jared [SmithJar@pbworld.com]
Sent: Friday, October 30, 2009 4:44 PM
To: Paananen, Ron
Subject: RE: media contact

Thanks Ron.

Jared

Direct Line 206.382.6347 | Cell 206.369.2351

From: Paananen, Ron [mailto:PaananR@wsdot.wa.gov]
Sent: Friday, October 30, 2009 4:38 PM
To: Smith, Jared
Subject: Fw: media contact

Here is my summary

From: Paananen, Ron
To: Van Ness, Kristy (Consultant); Lenz, KaDeena (Consultant)
Sent: Thu Oct 29 12:55:56 2009
Subject: media contact

Lucy Badilla (437-5083) from Northwest Construction and ENR called and asked a few questions about the video simulation released this week. She asked if $80,000 was a lot for this type of simulation. I told her the simulations are not cheap, but they reach a large audience. You tube has recorded over 60,000 viewings of the earthquake simulation. Previous drive through simulations have had a large number of viewings as well. She asked if we do simulations on other projects. I told her the SR 520 Bridge Replacement project and the I-90 Snoqualmie Pass project have also produced drive through simulations as part of their communications efforts.

Washington State Department of Transportation
Paula J. Hammond, P.E.
Secretary of Transportation

AWV/ Wells Fargo Bldg
999 3rd Ave Suite 2424
Seattle WA 98104

206-267-3772 / Fax 206-382-5291
TTY: 1-800-833-6388
www.wsdot.wa.gov

February 8, 2010

Elizabeth Campbell
3213 W. Wheeler St. No. 271
Seattle, WA 98199

Dear Ms. Campbell,

This is to update you on your Public Records Disclosure Request (Reference number PDR-09 -1290) dated November 8, 2009.

Attached is the first installment of documents being released in response to your request. These are in reference to the item: "Task order(s), contract(s), change order(s) for the creation and evolution of the video."

Also attached is an exemption log and a letter explaining the reason that certain information is being redacted.

In accordance with RCW 42.56, a reasonable estimate of time is required to complete your request. As noted in December 11, 2009 correspondence, this request is anticipated to be completed in April, 2010. We still need to locate, review for exemption and prepare records for your inspection or copy. Our office will contact you when your request is complete.

If you have any further questions you may contact me at 206-267-3772.

Sincerely,

Fred Chang

Fred Chang
Public Disclosure Coordinator
Alaskan Way Viaduct

Washington State Department of Transportation
Paula J. Hammond, P.E.
Secretary of Transportation

Records and Information Services
PO Box 47410
Olympia, WA 98504-7410
360-705-7761 / Fax 360-705-6848
TTY: 1-800-833-6388
www.wsdot.wa.gov

February 8, 2010

Elizabeth Campbell
3213 W. Wheeler St. No. 271
Seattle, WA 98199

Dear Ms. Campbell:

This letter is in regards to your request for records, PDR-09-1290. The item listed below:

Federal Tax ID # (on five items)

is exempt from public inspection or copying pursuant to **RCW 42.56.230(3) Information required of any taxpayer in connection with the assessment or collection of any tax if the disclosure of the information to other persons would (a) be prohibited to such persons by RCW 84.08.210, 82.32.330, 84.40.020, or 84.40.340 or (b) violate the taxpayer's right to privacy or result in unfair competitive disadvantage to the taxpayer.**

Pursuant to RCW 42.56.520, within ten business days, you may petition in writing, a request for review of this decision. Please submit the request for review to:

Theresa Gibbs
Records and Information Services
PO Box 47410
Olympia, WA 98504-7410

If we can be of further assistance, you may contact Theresa Gibbs at 360-705-7796.

Sincerely,

Rick Phillips, Director
WSDOT Records Officer
Washington State Department of Transportation

Exemption Log PDR 09-1290 for Elizabeth Campbell

Date	From	To	File name	Description of Exemption	Exemption and Comment
2/12/2007	Stacy Scott	Mike Rigsby	NTP Letter for TO BE 1.pdf	Federal Tax ID #	RCW 42.56.230(3) - 1 partial page
4/19/2006	Gary Langrock	Mike Rigsby	NTP Letter for TO BE- Visual Simulations.pdf	Federal Tax ID #	RCW 42.56.230(3) - 1 partial page
5/21/2009	Curtis Bronson	Mike Rigsby	Y-9715-BE 05 Fully Executed.pdf	Federal Tax ID #	RCW 42.56.230(3) - 1 partial page
7/17/2007	Stacy Scott	Mike Rigsby	Y-9715-BE Amend 02 Fully Executed.pdf	Federal Tax ID #	RCW 42.56.230(3) - 1 partial page
1/22/2009	Stacy Scott	Mike Rigsby	Y-9715-BE Amend 04 Corrected Copy Fully Executed	Federal Tax ID #	RCW 42.56.230(3) - 1 partial page